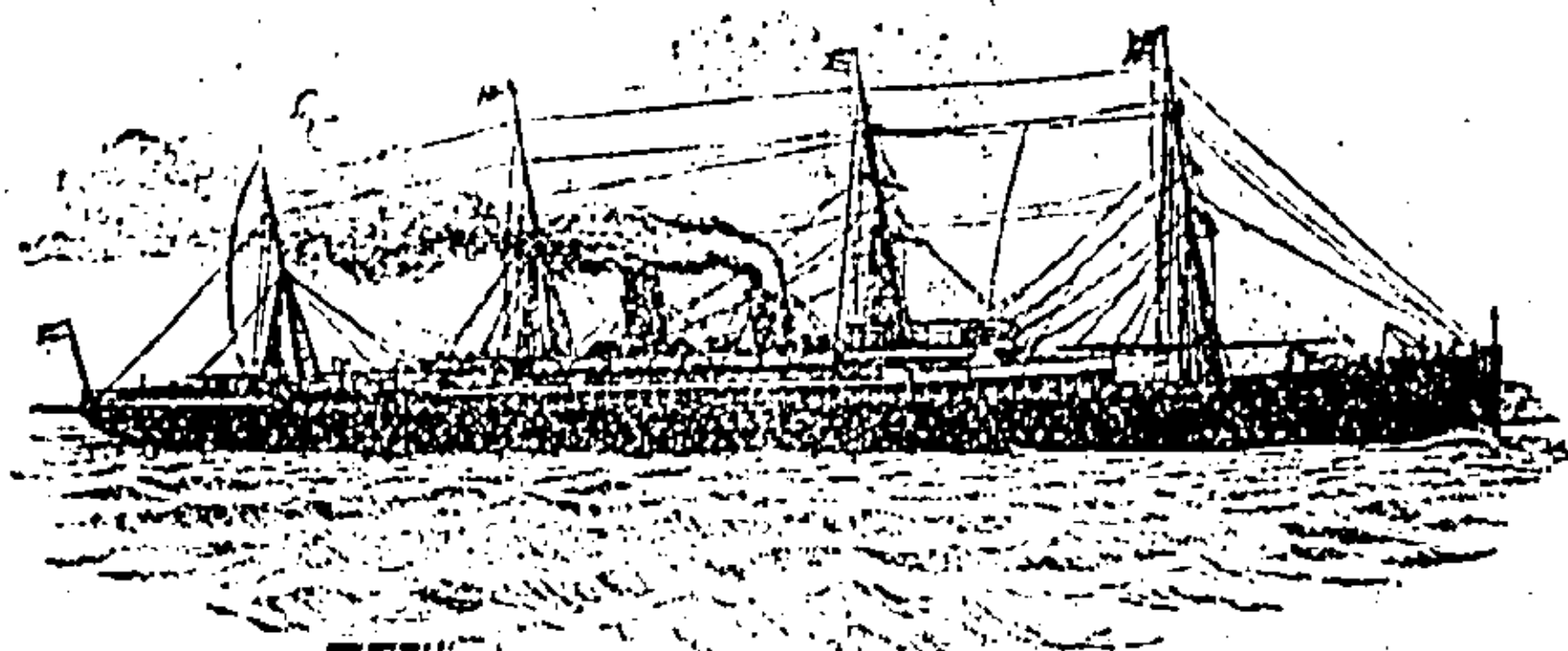






## Mails.

## U.S. MAIL LINES.



PACIFIC MAIL S.S. CO., OCCIDENTAL & ORIENTAL S.S. CO.,  
TOYO KISEN KAISHA.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO,  
CENTRAL AND SOUTH AMERICA AND EUROPE.

## PROPOSED SAILINGS FROM HONGKONG.

"DORIC"	TUESDAY, 16th June, at Noon.
"NIPPON MARU"	WEDNESDAY, 24th June, at Noon.
"SIBERIA"	THURSDAY, 7th July, at Noon.
"COPTIC"	SATURDAY, 11th July, at Noon.
"AMERICA MARU"	TUESDAY, 21st July, at Noon.
"KOREA"	TUESDAY, 28th July, at Noon.
"GAELIC"	TUESDAY, 4th August, at Noon.
"HONGKONG MARU"	FRIDAY, 14th August, at Noon.
"CHINA"	SATURDAY, 22nd August, at Noon.

Record Trip Yokohama to San Francisco made by s.s. "KOREA," 12,000 tons, Oct. 18th-20th, 1902; 10 days, 15 hours.

THE O. & O. Company's Steamship "DORIC" will be despatched for SAN FRANCISCO, via SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA and HONOLULU, on TUESDAY, the 16th instant, at Noon, taking Freight for Japan, the United States, and Europe. Passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France and Germany by all trans-Atlantic Lines of Steamers, and to the principal cities of the United States or Canada.

Passengers holding through ORDERS TO EUROPE have the choice of the Overland Rail Routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAY; also the CANADIAN PACIFIC RAILWAY on payment of £4 in addition to the regular tariff rate.

Passengers holding Orders for OVERLAND CITIES in the United States have between SAN FRANCISCO and CHICAGO, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways, and from Chicago to destination the choice of direct lines.

Special rates (First-class only) to European Ports, are granted to Missionaries, Members of the Naval, Military, Diplomatic and Consular Services, and European Civil Service Officials located in Asia, and to European Officials in the Service of the Governments of China and Japan.

TO UNITED STATES AND CANADIAN PORTS, Special rates (first class only) are confined and will apply only to Missionaries, Members of the Naval and Military Services, and to Consular and Diplomatic Officials of the Governments of China and Japan.

Return Passage.—Reduction will be made to passengers who do not hold return tickets, making the return journey between ports in the Orient and Honolulu or beyond, within twelve months.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Companies' and connecting Steamers.

Freight will be received on board until 4 p.m. the day previous to sailing. Parcel Packages will be received at the Office until 5 p.m. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany each shipment of Cargo or parcel (valued at \$1000. Gold or over) destined to Ports, beyond San Francisco, in the United States, should be sent to the Companies' Office addressed to the Collector of Customs at San Francisco.

Merchant's Invoice will be sufficient for cargo or parcel (each shipment) when the value is less than \$100. U.S. Gold.

For further information as to Passage and Freight, apply to the Agency of the Companies, Queen's Building.

E. W. TILDEN, Agent.

Hongkong, 6th June, 1903.

## CANADIAN PACIFIC RAILWAY COY.'S ROYAL MAIL STEAMSHIP LINE.

## SAFETY. SPEED. PUNCTUALITY.

THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA  
AND THE UNITED STATES.

(CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA & VICTORIA, B.C.)  
"EMPRESS" Twin Screw Steamships—6,000 Tons—10,000 Horse Power—Speed 19 Knots.

## PROPOSED SAILINGS FROM HONGKONG.

(SUBJECT TO ALTERATION).

R.M.S. "EMPRESS OF INDIA"	6,000 Tons.....	WEDNESDAY, 24th June.
"EMPRESS OF JAPAN"	6,000 ".....	WEDNESDAY, 15th July.
"TARTAR"	4,425 ".....	WEDNESDAY, 22nd July.
"EMPRESS OF CHINA"	6,000 ".....	WEDNESDAY, 5th August.
"ATHENIAN"	3,882 ".....	WEDNESDAY, 12th August.
"EMPRESS OF INDIA"	6,000 ".....	WEDNESDAY, 26th August.

THE magnificent "EMPRESS" Twin-screw Steamships of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12 DAYS, ("TARTAR" and "ATHENIAN" 14 DAYS), saving THREE DAYS to a WEEK in the Trans-Pacific journey, and make connection at Vancouver with the PALATIAL OVERLAND TRAINS of the CANADIAN PACIFIC RAILWAY which leave daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Passengers Booked through to all principal points and AROUND THE WORLD. Return tickets to various points at reduced rates, Good for 4, 6, 9 and 12 months.

SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

The attractive features of the Company's route embrace its PALATIAL STEAMSHIPS, (second to none in the World), the LUXURIANCE OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at Chicago World's Exhibition), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.

THE DINING CARS and MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unexcelled.

For further information, Maps, Guide Books, Rates of Passage, &c., apply to  
D. E. BROWN, General Agent,  
Pedder's Street.

Hongkong, 13th March, 1903.

## HAMBURG-AMERIKA LINIE. NORDDEUTSCHER LLOYD. OSTASIATISCHER FRACHTDAMPFER DIENST.

(Taking Cargo at through Rates to ANTWERP, AMSTERDAM, ROTTERDAM, COPENHAGEN, LISBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS IN THE LEVANT; BLACK SEA and BALTIC PORTS; NORTH and SOUTH AMERICAN PORTS).

### PROPOSED SAILINGS FROM HONGKONG. SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.	Freight and Passengers.
STRASSBURG	HAVRE and HAMBURG.	20th June.	Freight and Passengers.
Madsen	(Calling at SINGAPORE and PENANG).		
SUEVIA	HAVRE, BREMEN and HAMBURG.	1st July.	Freight.
Borek	(Calling at SINGAPORE and COLOMBO).		
NURNBERG	HAVRE and HAMBURG.	15th July.	Freight.
Jaburg	(Calling at SINGAPORE and PENANG).		
WURZBURG	HAVRE and HAMBURG.	29th July.	Freight and Passengers.
v. Binzer	(Calling at SINGAPORE and COLOMBO).		
BADENIA	HAVRE and HAMBURG.	12th August.	Freight.
Rorden	(Calling at SINGAPORE and PENANG).		

For further Particulars, apply to

HAMBURG-AMERIKA LINIE,  
HONGKONG OFFICE,  
No. 1, Queen's Buildings.

Hongkong, 5th June, 1903.

## Shipping—Steamers.

## HONGKONG, CANTON, MACAO AND WEST RIVER STEAMERS.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO  
STEAMBOAT CO., LTD., AND THE CHINA NAVIGATION  
COMPANY, LTD.

## HONGKONG-CANTON LINE.

S.S. "HONAM"	2,363 tons.....	Captain H. D. Jones.
"POWAN"	2,338 ".....	G. F. Morrison, R.N.R.
"FATSHAN"	2,200 ".....	A. N. Dixon.
"HANKOW"	3,073 ".....	C. V. Lloyd.
"KINSHAN"	2,860 ".....	J. J. Lussius.

Departures from HONGKONG to CANTON daily at about 7 A.M., 10 A.M. and 6 P.M. except Saturdays at 7 A.M., and 10 A.M. and Sundays at 6 P.M. only.

Departures from CANTON to HONGKONG daily at about 8 A.M., 2 P.M. and 5:30 P.M. (Sundays excepted).

These Steamers, carrying His Majesty's Mails, are the largest and fastest on the River. Special attention is drawn to their Superior Saloon and Cabin accommodation.

SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD.

## HONGKONG-MACAO LINE.

S.S. "HEUNGSHAN"	1,998 tons.....	Captain W. E. Clarke.
------------------	-----------------	-----------------------

Departures from Hongkong to Macao daily at about 1 P.M. as per special Schedule. Sunday from Macao to Hongkong daily at about 7:30 A.M.

## CANTON-MACAO LINE.

S.S. "LUNGSHAN"	2,100 tons.....	Captain T. Hamlin.
-----------------	-----------------	--------------------

This steamer leaves Canton for Macao every Tuesday, Thursday and Saturday at about 7:30 A.M.; and leaves Macao for Canton every Monday, Wednesday and Friday at about 7:30 A.M.

JOINT SERVICE OF THE H.K. C. AND MACAO STEAMBOAT CO., LTD., THE CHINA NAVIGATION COMPANY, LTD., AND THE INDO-CHINA STEAM NAVIGATION COMPANY, LTD.

## CANTON-WUCHOW LINE.

S.S. "NANNING"	560 tons.....	Captain R. D. Thomas.
----------------	---------------	-----------------------

One of the above steamers leaves Canton for Wuchow every Monday, Wednesday and Friday at about 8 A.M., and the other leaves Wuchow for Canton on the same days at about 8 A.M. Round trips take about 5 days. These vessels have Superior Cabin accommodation and are lighted throughout by electricity.

Further particulars may be obtained at the Office of the—

HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD.,  
18, Bank Buildings, Queen's Road Central, opposite the Hongkong Hotel.

Or of BUTTERFIELD & SWIRE,  
Agents, CHINA NAVIGATION CO., LTD

Hongkong, 9th May, 1903.

## Intimations.

GREEN ISLAND CEMENT COMPANY,  
LIMITED.

## PORTLAND CEMENT.

In Casks of 375 lbs. Net \$5.00 per Cask ex

Factory. In Bags of 250 lbs. Net \$3.00 per Bag ex

Factory. SHEWAN, TOMES & CO.,  
General Managers.

Hongkong, 13th May, 1903.

WHAT IS

1st June, 1903.

650c

F. BLACKHEAD & CO.,  
SHIP-CHANDLERS, SAILMAKERS,  
COAL AND PROVISION MERCHANTS,  
NAVAL CONTRACTORS,  
AND GENERAL COMMISSION  
AGENTS,  
PRAYA CENTRAL HONGKONG,  
SOAP MANUFACTURERS.

SOLE AGENTS FOR  
HARTMANN'S RAHTIEN'S GENUINE  
COMPOSITION RED HAND  
BRAND, HARTMANN'S GREY PAINT,  
DAIMLER'S PATENT MOTOR  
LAUNCHES,  
&c., &c.

Sole Agents for  
FERGUSON'S SPECIAL CREAM  
and  
P. & O. SPECIAL LIQUOR SCOTCH  
WHISKY, &c.

EVERY KIND OF  
SHIPS STORES and REQUISITES  
ALWAYS IN STOCK  
AT  
REASONABLE PRICES.  
Hongkong, 14th May, 1903.

TUBORG BEER.

A FIRST CLASS PILSENER BEER  
guaranteed free from Salicylic Acid,  
and any other Chemicals.  
Price \$1.50 per case of 48 bottles (quarts)  
or 50 doz. pints.

Special Prices for Quantities.  
Sole Agents—  
SIEMSEN & CO.  
Hongkong, 10th January, 1903.

LEVY HERMANOS.

DIAMOND MERCHANTS, JEWEL-  
LERS and WATCHMAKERS.

EASTMAN'S  
KODAK and FILMS.  
Sole Agents for "OMEGA" WATCHES.  
"OMEGA" is the best, "THREE YEARS"  
guarantee given to every purchaser.  
40, QUEEN'S ROAD,  
Watson's Building.

NOTICE.

THE BEST PREVENTIVE OF ALL  
INFECTIOUS DISEASES.

JEYES  
FLUID

AVOID ALL RISK OF OUTBREAK BY  
ITS USE.  
W. G. HUMPHREYS & Co.,  
Bank Buildings

Hongkong, 9th March, 1903.

CHS. J. GAUPP & CO.

CHRONOMETER, WATCH, and CLOCK  
MAKERS, JEWELLERS, SILVER  
SMITHS, and OPTICIANS.  
CHARTS and BOOKS.  
NAUTICAL INSTRUMENTS.  
Sole Agents for Louis Audemars' Watches  
awarded the highest Prize at every Exhibition;  
and for Voigt's and Sohn's  
CELEBRATED OPERA GLASSES,  
MARINE GLASSES and SPYGLASSES,  
Nos. 14 & 16, Queen's Road Central.

19

## Intimations.

KENNEDY'S HORSE REPOSITORY,  
CAUSEWAY BAY.

HAVE always on hand for hire Waters and  
China Ponies suitable for hacks or  
carriage work by day, week, or month.  
Horses Bought and Sold on Commission.  
G. W. GEGG,  
Manager.

Telephone 64,  
Hongkong, 19th May, 1903.

1608c

CHINESE AMERICAN COMMERCIAL  
COMPANY.

司公美華  
IMPORTERS, EXPORTERS AND  
MANUFACTURERS.

THE Company's OFFICES are established  
Nos. 26 and 21, CONNAUGHT  
ROAD opposite DOUGLAS PIER.  
Hongkong, 1st May, 1903.

543c

WAI YUNG

PHOTOGRAPHER,  
No. 1, D'AGUIAR STREET, HONGKONG.

HIGH CLASS PORTRAITURE IN ALL  
STYLES, ENLARGEMENTS.

VIEWES ALWAYS ON HAND

TERMS MODERATE.  
Hongkong, 19th December, 1902.

1339d

FURNITURE WAREHOUSE.

LI KWONG LOONG

李廣龍  
CABINET-MAKER and ART DECORATOR,  
from Shanghai has opened a  
FURNITURE STORE  
at  
No. 17, QUEEN'S ROAD.

The only Shop in Hongkong with this name.

WHERE HIGH-CLASS FURNITURE  
of every description can be made to  
order in any design required.

Has been patronised by the Hongkong Club,  
Hongkong Hotel, Messrs. A. S. Watson & Co.,  
Ld., Joint Telegraphs Cos., and other leading  
Establishments in the Colony, to whom refer-  
ence may be made as to the Superior Work-  
manship and Materials of the Furniture, &c.,  
supplied.

Messrs. A. S. Watson & Co. write as follows:—  
"We have pleasure in stating that Mr. LI  
KWONG LOONG furnished the Annex to  
our Dispensary and gave us every satisfac-  
tion."

(Sd.) A. S. WATSON & Co., Ld.

ORDERS punctually attended to, and  
CHARGES most moderate.

AN INSPECTION INVITED.  
Hongkong, 20th December, 1902.

1400d

TSU FAN

DENTIST.

PRICE MODERATE—CONSULTATION FREE.  
Next to the Hongkong Dispensary,  
50, Queen's Road, Central.

Hongkong, 28th November, 1902.

1399c

For Nervous  
Exhaustion

CHAPOTEAU'S  
Phosphoglycerate  
OF LIME

The modern restoration  
of the nervous system.  
For brainworkers, profes-  
sional men, teachers, students,  
etc., and in debility, neural-  
gia, dyspepsia of nervous  
origin, and ascemia.  
It is readily assimilated and  
promotes digestion.

PHOSPHOGLYCERATE SYRUP  
(CHAPOTEAU'S)

PHOSPHOGLYCERATE WINE  
(CHAPOTEAU'S)

PHOSPHOGLYCERATE CAPSULES  
(CHAPOTEAU'S)

8, rue Vivienne, PARIS-FRANCE.

## Intimations.

## THE YOKOHAMA DOCK CO., LTD.

No. 1 DOCK.	No. 2 DOCK.
Length inside, 514 ft. Width of entrance, top 95 ft.; bottom 75 ft. Water on blocks, 27.5 ft. Time to pump out, 4 hours.	Length inside, 375 ft. Width of entrance, top 80.5 ft.; bottom 45.8 ft. Water on blocks, 26.5 ft. Time to pump out, 2 hours.

THESE DOCKS are conveniently situated in Yokohama harbour and the attention of  
Captains and Engineers is respectfully called to the advantages offered for Dock-  
ing and repairing Vessels and Machinery of every description.

The plant and tools are of recent patterns for dealing quickly and cheaply with work,  
and a large stock of material is always at hand, (plates and angles all being tested by  
Lloyds' surveyors).

Two powerful Twin Screw Tugboats are available for taking Vessels in or out of  
Dock, and for taking Sailing Vessels in or out of the bay. The floating derrick is capable  
of lifting 35 tons.

Steam Launches of Steel or Wood, Lighters, Steel Buildings and Roofs, Bridge  
Work, and all kinds of Machinery are made on the premises.

Tenders will be made up when required and the workmanship and material will be  
guaranteed.

The cost of Docking, and repair work, will be found to compare favourably with that  
of any port in the world.

Telephone: Works, No. 506; General, No. 376.

Telegram, "Dock, Yokohama," Codes A. I. and A. B. C. (4th).

Yokohama, May 11th, 1903.

573c

## JUST RECEIVED SHIPMENT

### H. J. HEINZ & CO'S

CELEBRATED

PICKLES AND PRESERVES AND THEIR OTHER

57

### "GOOD THINGS"

KNOWN ALL THE WORLD OVER.  
UNEQUALLED FOR TASTE AND QUALITY.

HEINZ'S SWEET PICKLES  
HEINZ'S APPLE BUTTER cannot be surpassed.  
HEINZ'S BAKED BEANS

TRY HEINZ'S AND YOU WILL HAVE NO OTHER.

CAN BE OBTAINED AT YOUR GROCERS.

DANG CHEE SON & CO.,

SOLE AGENTS, SOUTH CHINA  
(Wholesale dealers only).

Hongkong, 4th May, 1903.

553c

## HOTEL CRAIGIEBURN,

PLUNKET'S GAP, the PEAK, near the TRAM TERMINUS, Tel. 56.

For Terms, &c., apply to the

MANAGER.

Hongkong, 2nd July, 1900.

17

## THE CONNAUGHT HOUSE, QUEEN'S ROAD CENTRAL.

A FIRST CLASS HOTEL SITUATED NEAR THE BANKS AND PRINCIPAL  
OFFICES. EXCELLENT CUISINE AND WINES.

Large and lofty Rooms Elegantly Furnished. Hydraulic Elevator.

Hot and Cold Water throughout. Special Rates for Tourists.

Launch Service for Guests.

For Terms, apply to

THE MANAGER.

Hongkong, 1st November, 1902.

1339c

## INCANDESCENT GAS LIGHT.

The attention of consumers is drawn to the fact that  
the Undersigned, being Sole Agents for

DR. AUER VON WELSBACH Co.,  
VIENNA,

THE INVENTORS OF INCANDESCENT  
GAS LIGHT.

ARE SELLING THE ONLY GENUINE MANTLES,  
The Price of which has been reduced to  
FIFTY CENTS per piece.

BEWARE OF INFERIOR IMITATIONS!

KRUSE & Co.,  
CONNAUGHT HOUSE.

954c



## CHINA'S CURRENCY.

SYSTEM 2,000 YEARS OLD.

Only a few days ago (says the *Morning Advertiser*) we announced that an Imperial edict had been decided for the establishment of a uniform coinage throughout China and the establishment of a mint at Peking.

The reform, if brought about, is of enormous importance, not only to China, but to the whole commercial world, and the following description of the present state of China's currency by Mr. H. F. Holt, late of the Civil Service in China, will be read with interest at the present time.

The manner in which money is now coined in China is identical with that in vogue 200 years before the Christian era; not a single stride has been made in advance—now, the Chinese have retrograded, for both in fineness of metal and in the present issue of the mint is far inferior to that 2,000 years ago.

The issue of money is, of course, a Government monopoly, although there is an enormous amount of spurious coin and debased money in circulation. The mint in the provincial capital of Peking consists of four furnaces. Each furnace is placed under the charge of a superintendent, who instead of being a Government official, is a wealthy native merchant, who is frequently unwillingly compelled to serve in that capacity. He must lose by the distinction both in accepting or refusing it.

## CONSTANT CHANGES OF STANDARD.

The superintendents are summoned to the duty by the proclamation emanating from the provincial treasurer, and should their respectability, and above all, their means, be well assured, they will be confirmed in their office, and receive an annual salary of 96 taels (about 37½).

The amount of issue from each furnace is bound to be 900 strings of 1,000 cash per month, at intervals of 10 days each. Cash is composed of seven parts of copper and three of lead, and each coin has a hole in it. The composition and weight varies from time to time, however. During the past 200 years there have been many changes.

Throughout the reign of the first Emperor of this dynasty the weight was fixed at one mace per cash. In 1627 the weight was raised. In 1684 it was reduced, and in 1701 the weight of the 1657 issue was again assumed as the standard. In 1734 the weight was again altered and has periodically changed since.

## HOW THE MINTING IS DONE.

The issue of money is not continuous. Months and sometimes years elapse between the issues. When it is necessary to coin money, some months in advance clay moulds are constructed and thoroughly dried.

There are two great mints in Peking, namely, in the Board of Revenue and Board of Works, whence the coin is circulated to the various provincial mints for imitation. Most of the provinces have a mint established in the provincial capital, although from time to time as stated the mints are closed.

When the characters have been cut the two parts of the mould are joined. Each mould contains 27 coins, 13 on each side and one on the top. The furnaces being heated, the alloy is carefully weighed out in its respective proportions, and being melted is poured into the moulds. Time being allowed for the metal to cool, the mould is opened, and the rash "sword," as it is called, is taken out. The mould is broken up after each operation. Defective coins are of course of frequent occurrence.

The cash are now clipped off the stem and strung on slips of bamboo, and a workman, taking this in his hands, rolls the coins backwards and forwards on a flat stone until the edges are smoothed round. The coins then pass through the office of the treasurer into circulation. Each workman at the mint furnaces has his particular duties, and receives about 205 cash (5d) per day. The copper which is used in the coinage is brought from Yunnan, the south-western province of China, in the following manner.

## PROMOTION FOLLOWS GOOD SERVICE.

Every three years the Viceroy selects some officer who has already filled some subordinate Government office, as that of a district magistrate, to proceed to Yunnan to procure the copper. The money for its purchase, as also the funds necessary for the various expenses of later carriage, portage, &c., are from the provincial treasury. This amount varies with the quantity of copper required, but it has never been known to exceed 10,000 taels (34,000l. about).

Having received the necessary funds, the officer takes his departure, and it is sometimes three or even five years before he can return. For these services he is invariably promoted. The great copper mines are all situated in one district, and the officers arriving for the metal from all parts of the Empire establish their seniority by the time of arrival, an hour even giving the seniority.

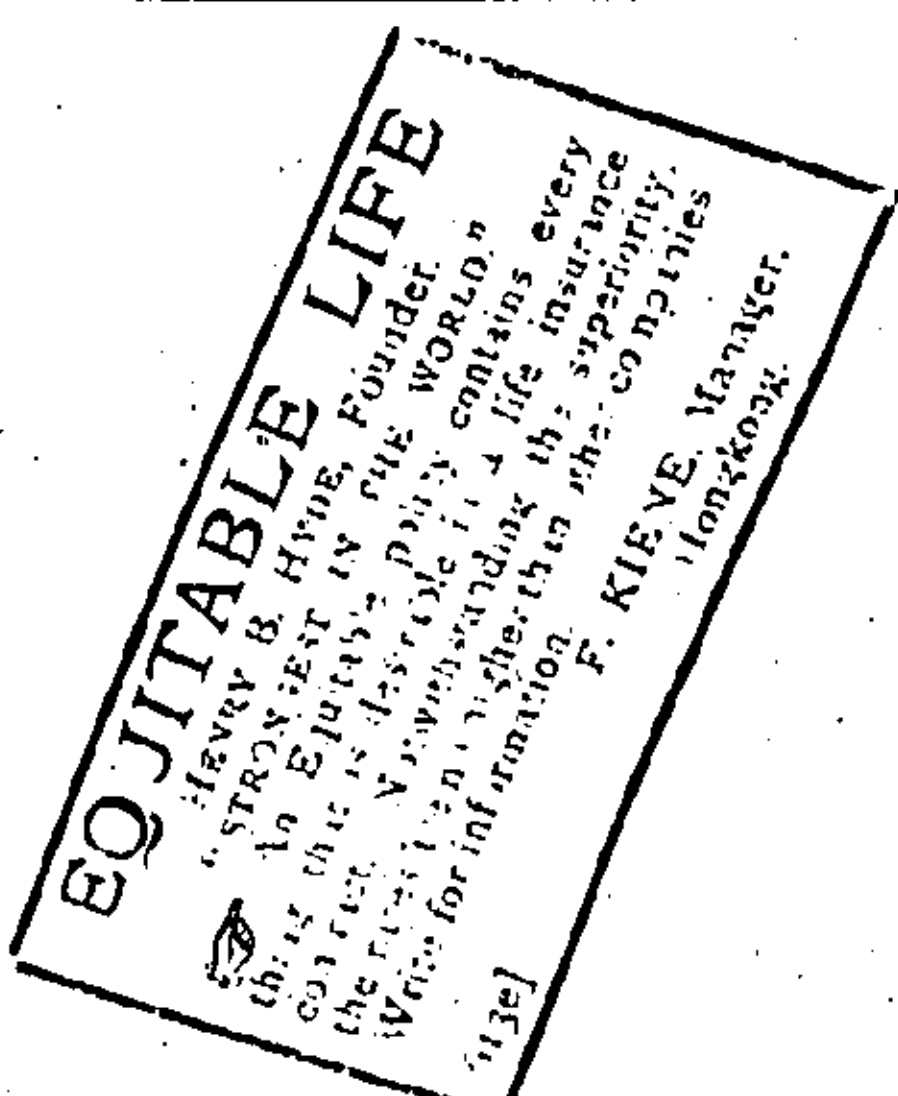
Each officer as he receives the quantity he requires takes his departure, and the next on the list is then served.

The copper costs between 100 and 200 cash per pound (about 3d to 5d per pound), depending on the produce of the mine at the time of requisition. In bringing the metal down to Foochowfoo it is conveyed in boats through the provinces of Kwochao, Hoonan, and Kiange; thence over the hilly borders of this province by porters, and being again shipped at Yenchingfoo, is brought down to Foochowfoo.

From this brief description of the present-day methods of mint coinage it will be seen that the system, apart from its abuses and apart from the effect a reform in the direction of a regular gold, silver, and alloy currency will produce, is quite out of date.

ASK FOR ASAHI JAPANESE BEER—G. Glauert.

## INSURANCES.



NORTH GERMAN FIRE INSURANCE COMPANY OF HAMBURG.

THE Undersigned AGENTS of the above Company are prepared to accept First Class FOREIGN AND CHINESE RISKS at CURRENT RATES.

SIEMSEN &amp; Co.

Hongkong, 28th May, 1895. [25]

## Intimations.

WHAT IS



1st June, 1903.

[6500]

THE CHINA &amp; JAPAN TELEPHONE AND ELECTRIC COMPANY, LIMITED.

HONGKONG EXCHANGE, OPEN DAY AND NIGHT.

SUBSCRIPTIONS.

EXCHANGE LINES, \$100 Per Annum.

PRIVATE LINES, By Arrangement.

NO CHARGE FOR INSTALLATION.

N.B.—A special charge is made for lines of more than average length.

ELECTRIC SUPPLIES OF EVERY DESCRIPTION IN STOCK, INCLUDING—

BATTERIES, CHEMICALS, ELECTRIC BELLS, INSULATORS, LIGHTNING CONDUCTORS, SWITCHES, TELEPHONES, WIRE, &c., &c.

PRICE LISTS ON APPLICATION.

ELECTRIC BELL INSTALLATIONS, Erected and kept in order.

Estimates given for all kinds of Electrical work.

Trained Mechanics sent to Out-Ports to do up Installations if required.

NOTE ADDRESS:—1, ICE HOUSE ROAD.

For full Particulars, &amp;c., &amp;c., Apply to W. STUART HARRISON.

AM. INST. C.E., Manager.

Hongkong, 2nd April, 1903. [20]

## DENTISTRY.

SUI SANG, (Lately Practising with Dr. I. SAKATA), DENTIST, No. 26, Colona Road Central, Hongkong, 9th February, 1903. [20]

## NOTICE.

THE Public are hereby informed that no change has been made in the Rates of Subscription to the *Hongkong Telegraph* and the rates are warned against paying more than TEN CENTS (10 cts.) per Single Copy.

THE MAN GER, Hongkong Telegraph Co., Ltd. Hongkong, 14th January, 1903.

ASK FOR ASAHI JAPANESE BEER—G. Glauert.

## Intimations.

## YOU WILL NOT BE DECEIVED.

That there are cheats and frauds in plenty everybody knows; but it is seldom or never that any large business house is guilty of them, no matter what line of trade it follows. There can be no permanent success of any kind based on dishonesty or deception. There never was, and never will be. The men who try that are simply fools and soon come to grief—as they deserve. Now many persons are, nevertheless, afraid to buy certain advertised articles lest they be humbugged and deluded; especially are they slow to place confidence in published statements of the merits of medicines. The effective remedy known as

## WAMPOLE'S PREPARATION

is as safe and genuine an article to purchase as flour, silk or cotton goods from the mills of manufacturers with a world-wide reputation. We could not afford to exaggerate its qualities or misrepresent it in the least; and it is not necessary. It is palatable as honey and contains the nutritive and curative properties of Pure Cod Liver Oil, extracted by us from fresh cod livers, combined with the Compound Syrup of Hypophosphites and the Extracts of Malt and Wild Cherry; and how valuable such a blending of these important medicinal agents must be to plain to everybody. It is beyond price in Anemia, Scrofula, Weakness and lack of Nervous Tone, Wasting Diseases, Bronchitis, La Grippe, Lung Troubles and Impurities of the Blood. Science can furnish nothing better—perhaps nothing so good. Dr. W. H. Duff, of Canada, says: "I have used it in my practice and take pleasure in recommending it as a valuable tonic and reconstructive." It is a remedy that can afford to appeal to its record and represents the science and knowledge of bright and aggressive medical investigation. Effective from the first dose. "You cannot be disappointed in it." Like all good things it is imitated. Sold by chemists throughout the world and A. S. Watson & Co., Limited.

## THE ROBINSON PIANO Co., LTD.

## END OF HIRING SEASON.

SECONDHAND Pianos to be Cleared out at the undernoted low prices.

GUARANTEED in excellent condition.

ORIGINAL PRICES \$450 TO \$1,400.

WERNER ..... \$400  
NEEDHAM ..... 380  
DORNER ..... 375  
ROINSCH ..... 400  
SCHIEDMEYER ..... 250  
BORD ..... 280  
RACHALS (SEMI-GRAND) 700  
H. & MULLER ..... 350

and others of our own make at varying low prices.

Our Stock of **SMALL INSTRUMENTS** and **MUSIC** is also being sold at greatly reduced prices at this season preparatory to our fresh stocks coming to hand.

Hongkong, 22nd May, 1903. [4750]

## Consignees.

FROM HAMBURG, ROTTERDAM, ANTWERP, PENANG AND SINGAPORE.

THE N.D.L. Steamship

"NURNBERG," Captain Jaburg, having arrived from the above ports, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature by the Undersigned and to take immediate delivery of their goods from alongside.

Optional Cargo will be forwarded unless notice to the contrary be given before Noon, TO-DAY.

Any Cargo impeding her discharge will be landed into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, and stored at Consignees' risk and expense.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 9th instant will be subject to rent.

All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on the 9th instant, at 3 P.M.

No Fire Insurance has been effected. HAMBURG-AMERIKA LINE, Hongkong Office.

Hongkong, 3rd June, 1903. [6620]

## Consignees.

## NOTICE TO CONSIGNEES.

THE P. &amp; O. S. N. Co.'s Steamship

FROM BOMBAY, COLOMBO AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out Mark by Mark, and delivery can be obtained as soon as the Goods are landed.

This vessel brings on Cargo:—From London, &c., ex S.S. *Oceanic*. From Persian Gulf, ex B.I.S.N. and B. & P. S. N. Co.'s Steamers.

Optional Goods will be landed here unless instructions are given to the contrary before 4 P.M., TO-DAY.

Goods not cleared by the 11th instant, at 4 P.M. will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

Damaged Packages must be left in the Godowns for examination by the Consignees and the Company's representative at an appointed hour.

All claims must be presented within ten days of the steamer's arrival here after which date they cannot be recognised.

No claims will be admitted after the Goods have left the Godowns.

E. A. HEWETT, Superintendent.

Hongkong, 4th June, 1903. [12660]

THE PORTLAND AND ASIATIC STEAMSHIP COMPANY.

NOTICE TO CONSIGNEES.

S.S. "INDRASAMHA" FROM PORTLAND (OR), YOKOHAMA, KOBE AND MOJI.

THE above steamer having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature and to take immediate delivery of their goods from alongside.

Cargo impeding the discharge of the vessel will be landed and stored at Consignees' risk and expense.

No Fire Insurance will be effected by us in any case whatever.

ALLAN CAMERON, General Agent.

Hongkong, 6th June, 1903. [12660]

NOTICE TO CONSIGNEES.

"GLEN" LINE OF STEAMERS.

FROM MIDDLESBRO, ANTWERP, LONDON AND STRAITS.

THE Steamship

"GLENLOCHY," having arrived from the above Ports, Consignees of Cargo by her are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, at Kowloon, where each consignment will be sorted out mark by mark, and delivery can be obtained as soon as the Goods are landed.

Goods not cleared by the 15th inst. will be subject to rent.

No Fire Insurance will be effected. All damaged packages must be left in the Godowns, and a certificate of the damage obtained from the Godown Company within ten days after the steamer's arrival, after which no claims will be recognised.

MCGREGOR BROS. & GOW, Hongkong, 8th June, 1903. [6790]

"INDRA" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

FROM NEW YORK VIA UZEZ CANAL.

THE Company's Steamship

"INDRAWADI," having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark, and delivery can be obtained as soon as the Goods are landed.

Goods not cleared by the 15th instant, at 10 A.M., will be subject to rent.

No Fire Insurance will be effected. All damaged packages must be left in the Godowns, and a certificate of the damage obtained from the Godown Company within ten days after the vessel's arrival here, after which no claims will be recognised.

JARDINE, MATHESON & Co., Agents.

Hongkong, 8th June, 1903. [6810]

NOTICE TO CONSIGNEES.

FROM CALCUTTA, PENANG AND SINGAPORE.

THE Steamship

"GREGORY APCAR," having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods will be delivered from alongside.

Cargo impeding the discharge will be landed at once, at Consignees' risk and expense.

Cargo remaining on board after 4 P.M. of the 10th instant, will be landed at Consignees' risk and expense into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited.

Consignees of Cargo from SINGAPORE and PENANG are requested to send in IMMEDIATE DELIVERY of their Goods from alongside; such Cargo impeding the discharge of the vessel will be landed and stored at Consignees' risk and expense.

No Fire Insurance has been effected. Bills of Lading will be countersigned by DAVID SASSOON & Co., LIMITED, Agents.

Hongkong, 8th June, 1903. [6820]

OCCIDENTAL AND ORIENTAL STEAMSHIP COMPANY.

NOTICE.

CONSIGNEES OF CARGO per Steamship

"DORIC" are hereby notified that their Goods are at their risk being discharged into Lighters and/or landed into our Godowns Nos. 1 and 2, at Kennedy Town, (Marine Lot 242), and delivery may be had either from Lighters or from our Godowns upon countersignature of Bills of Lading.

Goods remaining unclaimed after the 15th instant will be subject to rent.

All Claims must be sent in to me on or before the 18th instant or they will not be recognised.

No Fire Insurance has been effected. E. W. HILDEN, Agent.

Hongkong, 8th June, 1903. [1]

## Mails.

## NIPPON YUSEN KAISHA.

(THE JAPAN MAIL STEAMSHIP COMPANY.)



## PROJECTED SAILINGS FROM HONGKONG.—SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
HIROSHIMA MARU	MOJI, KOBE and YOKOHAMA	THURSDAY, 11th June, at Daylight.
J. Nagao	MARSEILLES, LONDON & ANTWERP, via SINGAPORE, PENANG, COLOMBO and PORT SAID	SATURDAY, 13th June, at Daylight.
SADO MARU	BOMBAY, via SINGAPORE and COLOMBO	TUESDAY, 16th June, at Noon.
S. J. G. Parsons	VICTORIA, B.C. and SEATTLE, U.S.A., via SHANGHAI, MOJI, KOBE and YOKOHAMA	TUESDAY, 16th June, at 4 P.M.
BOMBAY MARU	NAGASAKI, KOBE and YOKOHAMA	WEDNESDAY, 17th June, at Noon.
SHINANO MARU	SYDNEY and MELBOURNE, via MANILA, THURSDAY ISLAND, TOWNSVILLE and BRISBANE	FRIDAY, 19th June, at Daylight.
W. Thompson	KOBE and YOKOHAMA	FRIDAY, 19th June, at 4 P.M.
YAWATA MARU	KOBE and YOKOHAMA	THURSDAY, 25th June, at Noon.
A. E. Moses		
SAVUKI MARU		
KUMANO MARU		
E. W. Haswell		
KINSHU MARU		

Through Passenger Tickets issued for the Principal Cities in the United States, Canada and Europe, in connection with the GREAT NORTHERN RAILWAY and Atlantic Steamers. Round-the-World Tickets also issued. Between Moji and Kobe, 1st and 2nd Class Through Passengers have the Option of Travelling by the Sanyo Railway.

For further Information as to Freight, Passage, Sailings, &c., apply at the Company's Hongkong Office in Prince's Building, 1st Floor, Chater Road.

T. S. TAKAYANAGI, Acting Manager.

Hongkong, 9th June, 1903.

COMPAGNIE DES MESSAGERIES MARITIMES.

PAQUEBOTS-POSTES FRANCAIS.

NOTICE.

STEAM FOR SAIGON, SINGAPORE, BATAVIA, COLOMBO, BOMBAY, ADEN, EGYPT, MARSEILLES, MEDITERRANEAN AND BLACK SEA PORTS.

LONDON, HAVRE, BORDEAUX; ALSO PORTS OF BRAZIL AND RIVER PLATE.

ON TUESDAY, the 16th June, 1903, at 8 A.M., the Company's Steamship "OCEANIE," Captain Guigue, with Mails, Passengers, Specie and Cargo, will leave this Port for MARSEILLES, via BOMBAY.

This Steamer connects at COLOMBO with the S.S. *Australien*, which vessel takes on her Passengers and Mails leaving that Port on the 28th June, 1903, Direct to Suez, Port Said and Marseilles.

Cargo and Specie will be registered for London as well as for Marseilles, and accepted in transit through Marseilles for the principal places of Europe.

Shipping Orders will be granted till NOON only on MONDAY, the 15th June, Specie and Parcels received until 4 P.M. on the same day. No Cargo will be received on board on TUESDAY.

Parcels are not to be sent on board, they must be left at the Agency's Office. Contents and Value of Packages are required.

For further Particulars, apply at the Company's Office.

G. DE CHAMPEAUX, Agent.

Hongkong, 2nd June, 1903. [10040]

NORTHERN PACIFIC STEAMSHIP COMPANY.

BOSTON STEAMSHIP COMPANY.

BOSTON TOW-BOAT COMPANY.

PROPOSED SAILINGS FROM HONGKONG, VIA SHANGHAI, INLAND SEA OF JAPAN, KOBE AND YOKOHAMA.

FOR VICTORIA, B.C., AND TACOMA, IN CONNECTION WITH NORTHERN PACIFIC RAILWAY COMPANY.

Steamers.	Tons.	Captains.	1903.
Olympia	2,837	J. Truebridge	June 24
Tremont	9,666	T. W. Garlick	June 30
Tacoma	2,812	A. Dixon	July 6
Victoria	3,592	J. Panten	Aug. 3

Steamers marked (\*) have no passenger accommodation.

The attention of passengers is directed to the very cheap rates offered by this line to the Pacific Coast and to the Interior and Eastern Cities of the United States and to Europe.

Special rates allowed to members of Government Services.

Through Bills of Lading issued to Pacific Coast Ports and to the Principal Cities in the United States and Canada.

For further Information as to Freight or Passage, apply to

DODD, & CO., LIMITED, General Agents.

Hongkong, 3rd June, 1903. [8740]

Hotel.

KING EDWARD HOTEL.

A HIGH CLASS PRIVATE HOTEL.

LADIES' AFTERNOON TEA ROOMS.

PRIVATE BAR AND BILLIARD ROOMS.

Hot and Cold Water throughout.

Electrically Lighted.

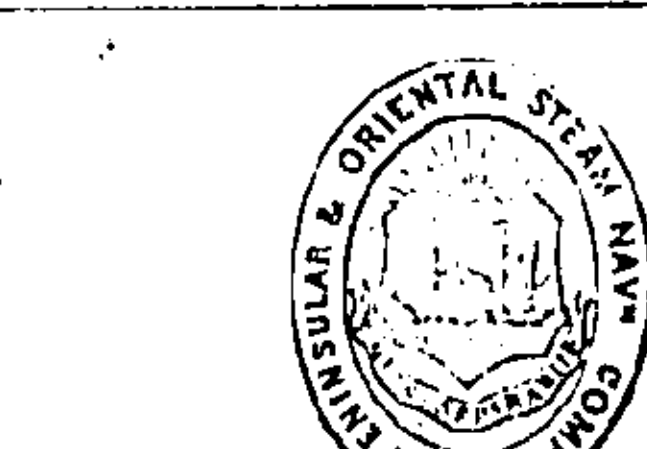
Electric Passenger Elevator to each Floor.

Table D'Hotel at Separate Tables.

For Terms, &amp;c., apply to the

MANAGER.

Hongkong, 23rd October, 1902. [11160]



THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.

(Through Bills of Lading issued for BATAVIA, PERSIAN GULF, CONTINENTAL AFRICA, CANAL AND SOUTH AFRICAN PORTS.)

THE Steamship

"CHUSAN," Captain W. W. Cooke, carrying His Majesty's Mails, will be despatched from this Port for BOMBAY, on SATURDAY, the 20th instant, at Noon, taking Passengers and Cargo for the above Ports.

Silks and Valuables, all Cargo for France, and Tea for London (under arrangement) will be transhipped at Colombo into a steamer proceeding direct to Marseilles and London; other Cargo for London, &c., will be conveyed via Bombay with Transhipment.

Parcels will be received at this Office until 4 P.M. the day before sailing. The Contents and Value of all Packages are required.

Shippers are particularly requested to note the terms and conditions of the Company's Bills of Lading.

For further Particulars, apply to E. A. HEWETT, Superintendent.



## Intimations.

A. S. WATSON & CO.,  
LIMITED.

WINE MERCHANTS.

ESTABLISHED A.D. 1841.

## CLARETS

	Per Case	Per Bottle
ST. ESTEPHE	\$ 8.00	\$ 9.00
ST. JULIEN	10.00	11.00
LA ROSE	13.50	14.50
CHATEAU HAUT		
BRION LARRIVET	20.00	22.00
CHATEAU MOUTON		
BARMILHACQ	24.00	26.00
CHATEAU PONT		
CANET	28.00	
CHATEAU LA TOUR		
CANET	33.00	
CHATEAU RAUZAN	38.00	
CHATEAU LAFITE	54.00	

These CLARETS are specially selected and obtained from the LEADING FRENCH GROWERS; they are of exceptional value and in fine condition.

CHATEAU LA TOUR CANET,  
CHATEAU RAUZAN AND  
CHATEAU LAFITE

are recommended to the notice of Connoisseurs as high-class after-dinner Wines.

We guarantee our Wines and Spirits to be genuine only when bought direct from us in the Colony or from our authorized Agents at the Coast Ports.

A. S. WATSON & Co.,  
LIMITED.

THE HONGKONG DISPENSARY.

TELEPHONE NO. 216.  
CABLE ADDRESS: "ACHEE," HONGKONG.  
A. B. C. CODE, 4TH EDITION.

ESTABLISHED 1859.

## A CHEE &amp; CO.,

祥利廣  
17A, QUEEN'S ROAD.FURNITURE  
DEALERS.DRAWING-ROOM,  
DINING-ROOM,  
and BED-ROOM  
FURNITURE.ELECTRO-PLATED,  
GLASS, and  
CHINA WARES.  
PASTEUR'S MICROBE-PROOF  
FILTERS,  
ROCHESTER LAMPS,  
WHITE TURKISH TOWELS,  
COUNTERPANES,  
COOKING RANGES,  
KITCHEN UTENSILS, and  
HOUSEHOLD REQUISITES.PHOTOGRAPHIC  
DEPARTMENT.DEVELOPING AND PRINTING  
UNDERTAKEN FOR AMATEURS.  
GOOD WORK.

PROMPT RETURN.

Hongkong, 8th July, 1902.

[728d]

CARMICHAEL AND  
CLARKE,CONSULTING ENGINEERS AND  
SHIPBUILDERS,  
SURVEYORS AND CONTRACTORS.

REPAIRS PROMPTLY ATTENDED TO.

TELEGRAMS: "CARMICHAEL," HONGKONG.

A. B. C. Code, 4th Edition.

A. C. Code.

Lieber's Standard Code.

TELEPHONE, 232.

Hongkong, 30th March, 1903.

[355e]

THE Beer to drink in the tropics is the Beer

made in the tropics—SAN MIGUEL.

## NOTICE.

All communications intended for publication in "THE HONGKONG TELEGRAPH" should be addressed to the Editor, 1, Lee House Road, and should be accompanied by the Writer's Name and Address.

Ordinary business communications should be addressed to The Manager.

The Editor will not undertake to be responsible for any rejected MS., nor to return any Contribution.

SUBSCRIPTION RATES (IN ADVANCE).

DAILY—\$30 per annum.  
WEEKLY—\$12 per annum.  
The rates per quarter and per month, proportional.

The daily issue is delivered free when the address is accessible to messenger. On copies sent by post, an additional \$1.80 per quarter is charged for postage.

The postage on the weekly issue to any part of the world is 30 cents per quarter.

Single Copies Daily, ten cents; Weekly, twenty-five cents.

## The Hongkong Telegraph

HONGKONG, TUESDAY, JUNE 9, 1903.

## LOCAL AND GENERAL.

AN interesting article dealing with China's Currency is printed on page 3.

THE English Mail of the 6th May was delivered in London on the 6th inst.

Don't forget the chits for they will not go LeMunyon.—*Adv.*

REPRESENTATIVES of the Guggenheim syndicate at Denver intimate that the price of silver may advance materially.

SHIPMASTERS will be interested to learn that the new headquarters of the Division of the Philippines light on the ramparts of Fort Santiago will soon be surmounted by a huge time ball that will be daily dropped at 12 o'clock noon.

VICE-Admiral Alexieff, commanding the Russian squadron in the Pacific Ocean, "and chief of the military district of Kwangtung," as he is described in the *Official Messenger* (St. Petersburg), has been decorated and promoted to be Admiral.

A PROJECT is on foot in San Francisco to induce Californians to invade Japan with the products of our fields, farms and orchards. It is such campaigns as this that make the peoples of the world better, more closely united and more generous in rivalry.

BEFORE many weeks elapse there is likely to be another theatrical attraction for Hongkong. According to Manila exchanges a Farce-Comedy Company is engaged for the Zorrilla boards, and after a short season there will come on this Colony.

ON account of the continued persecutions of the Jews all of that sect in and around Odessa are arming themselves to the best of their ability and are making all preparations to defend themselves from the oppression of their countrymen. It is stated that quite a large number of them stand ready to offer most determined resistance to any encroachments on what they consider their personal rights and liberty.

ACCORDING to a cable from New York dated June 4, a hurricane of unusual force struck the bay of Valparaiso, Chili, resulting in the loss of one hundred lives and twenty ships. No information has been so far received as to the class of vessels destroyed but as Valparaiso is one of South America's most important shipping points it is expected that many of the sailing vessels in the coastwise trade have been blown ashore and wrecked by the fury of the storm.

A WRITER in the Northern *Daily Telegraph* remarks that the central part of the city of Victoria would do credit to London or New York. Just beyond the post office is one of the most densely populated parts of the world. The foreigners live well in this part of the world. Many of them make a deal of money, and all spend a great deal. Victoria is a town of clubs. On the whole, he concludes, Hongkong is as live and as up to date a colony as can be found anywhere.

A GERMAN Consular report from Yokohama states that after prolonged negotiations Japanese tea-growers and merchants have formed a powerful trust, which will endeavour to introduce and push the sales of Japanese tea in foreign countries. Foreign exporting firms in Japan have been invited to join the "combine," but have declined. The Government, which has already spent annually 70,000 yen for some years on the same object, will no doubt assist the tea trust.

THE transport *Thomas* which arrived at Manila on 27th ult. from San Francisco brought 1,200,000 of the new Philippine pesos, the first to be completed in the mints of the United States and the first to reach the islands. They were stored in the strong room, carefully packed and under guard throughout the trip.

They were delivered by the Quartermaster's Department to Treasurer Braganza and until they are ready for circulation a month or so hence will be stored in the vaults at the treasury.

A *Cablenews* wire of June 3rd reports that the intense heat that has prevailed over Italy for the past few days has completely prostrated the Pope and much alarm is expressed as to his recovery on account of his advanced age. The heat has been the most severe known in years and the aged head of the Roman Catholic Church was unable to stand it. Physicians have been hurried to his bedside and everything possible is being done for the stricken man. Bulletins are constantly given out to anxious watchers.

Now look out for LeMunyon's new store adv. it is a beauty.—*Adv.*

THE Beer to drink in the tropics is the Beer made in the tropics—SAN MIGUEL.

THE Beer to drink in the tropics is the Beer made in the tropics—SAN MIGUEL.

THE Beer to drink in the tropics is the Beer made in the tropics—SAN MIGUEL.

THE Beer to drink in the tropics is the Beer made in the tropics—SAN MIGUEL.

THE Beer to drink in the tropics is the Beer made in the tropics—SAN MIGUEL.

THE Beer to drink in the tropics is the Beer made in the tropics—SAN MIGUEL.

THE Beer to drink in the tropics is the Beer made in the tropics—SAN MIGUEL.

THE Beer to drink in the tropics is the Beer made in the tropics—SAN MIGUEL.

THE Beer to drink in the tropics is the Beer made in the tropics—SAN MIGUEL.

THE Beer to drink in the tropics is the Beer made in the tropics—SAN MIGUEL.

THE Beer to drink in the tropics is the Beer made in the tropics—SAN MIGUEL.

THE Beer to drink in the tropics is the Beer made in the tropics—SAN MIGUEL.

THE Beer to drink in the tropics is the Beer made in the tropics—SAN MIGUEL.

THE Beer to drink in the tropics is the Beer made in the tropics—SAN MIGUEL.

THE Beer to drink in the tropics is the Beer made in the tropics—SAN MIGUEL.

THE Beer to drink in the tropics is the Beer made in the tropics—SAN MIGUEL.

THE Beer to drink in the tropics is the Beer made in the tropics—SAN MIGUEL.

THE Beer to drink in the tropics is the Beer made in the tropics—SAN MIGUEL.

LeMunyon will have another grand opening Day and a Souvenir day as well; watch the date.—*Adv.*

THE registration of Chinese residents of Manila commenced on June 1st. The order provides that it shall be the duty of every Chinese labourer, other than a citizen, at the time of the passage of the act, to obtain within one year, thereafter a certificate of residence in the insular territory wherein he resides, which certificate shall entitle him to reside therein, and upon failure to obtain such certificate he shall be deported from such insular territory. All Chinese persons other than labourers shall likewise be compelled to hold certificates of registration to entitle them to reside in the Philippine islands.

THE following telegraphic information, dated 3rd inst., was received at Shanghai from the Sumatra Director and Manager of the Maatschappij tot Mijning en Landbouw-exploitatatie in Langkat, Ld.:—

Daily aggregate output of Crude Petroleum in Tanks at date ... 58,000 cases.

Crude Petroleum in Tanks at date ... 120,000 cases.

Kerosene made since the date of the preceding half-monthly telegram ... 64,000 cases.

Kerosene shipped since the date of the preceding half-monthly telegram ... 56,000 cases.

Kerosene in Stock at Refinery at date ... 81,000 cases.

IN the Manila Courts the salvage case of Charles E. Wheel, General Manager of the Philippines Transportation and Construction Company, and George W. Taylor, Captain of the steamboat *Beta* against the steamboat *Fook Sing*, is being heard. It is alleged by the plaintiffs that during a typhoon, on the 26th of July, 1902, the *Fook Sing* was on the verge of being wrecked, in Manila Bay; that the vessel was dragging her anchor and had reached and was beating against the new breakwater. The *Beta* had just arrived from Hongkong, and went to the rescue of the defendant ship. The plaintiffs are suing for \$10,000.

A NEW YORK cable of June 4 says the whole Kingdom of Serbia has been aroused to an unwonted state of excitement through the discovery by the bodyguard of the Queen, that a systematic attempt was being made to poison her Majesty through inserting poisonous stuffs in the food that was prepared for her table. The Royal cook was the guilty party and when he learned of the failure of the dastardly attempt on the life of the Queen, and fearing the ultimate consequences to himself, he immediately committed suicide. It is not believed that the cook was the prime mover in the affair but that it was at the instigation of higher powers who were afraid of the growing popularity of the Queen.

THE Special Board for Oriental Studies at Cambridge University recommend that Chinese be introduced into the Oriental Languages Tripos, and that the regulations necessary be made and the examination in Chinese be first held in 1906. The scheme provides for six papers as follows:—1. The San Tzu Ching, The Confucian Analects. Portions of the works of Mencius. 2. Simple passages from unspecified books for translation into English. Passages for translation into Chinese, with questions arising immediately out of these passages. 3. Portions of the Sacred Edicts, of the Odes, and of the Spring and Autumn Annals, with Tso's Commentary. 4. Passages for translation into English from unspecified books. 5. Passages for translation into Chinese, with questions on prosody, literature, and history. 6. The general history of the Far East.

SAYS the *Cablenews*:—"The practice of certain members of the American colony along the China coast, of maligning Manila and the Philippine Islands would be amusing to the residents of the Islands were it not for the regrettable fact that people not acquainted with the circumstances in the case or the identity of the maligners are prone to believe their statements. There is one consolation in this situation. While the parties may be doing the Philippines some injury by their misrepresentation while absent they could do us more harm by being present. An absent knocker can perhaps be exchanged for a present citizen, without injury to the community. The only fault we have to find is that many of these knockers, whatever species of humanity that may be, knocks about Hongkong to the detriment of all concerned."

NOW that China's tea season is in full swing and steamers are hurrying home with early shipments a few words on its cultivation in the Far East may provide interesting reading. The Chinese themselves carried the leaf southward as the Chinese Empire conquered the eastern half of Asia, and by the twelfth century grew it successfully in each of the eighteen provinces comprising the Empire of China. In the beginning of the nineteenth century, thanks to intelligent and patient cultivation, the tea plant had a range from Siberia and Northern Japan in the north to the Island of Formosa and Hainan in the south. The story, and it is a great romance, of how the British Government and the British planters extended this range to the southward and made tea culture a profitable industry in India, Assam, and Ceylon is well known. It is not so generally known that the French have raised the leaf in Indo-China, the Dutch in Java, Sumatra, and Borneo, and the English in the Malay Peninsula. The result of this work has been that the leaf is now grown in Asia from the equator to 45 degrees north latitude.

Four floors freshly painted and tinted and in first class condition to rent. Inquire at: C. E. LeMunyon, New Store, 31, Des Voeux Road. P. O. Box 368.—*Adv.*

THE Beer to drink in the tropics is the Beer made in the tropics—SAN MIGUEL.

THE Beer to drink in the tropics is the Beer made in the tropics—SAN MIGUEL.

THE Beer to drink in the tropics is the Beer made in the tropics—SAN MIGUEL.

THE Beer to drink in the tropics is the Beer made in the tropics—SAN MIGUEL.

THE Beer to drink in the tropics is the Beer made in the tropics—SAN MIGUEL.

THE Beer to drink in the tropics is the Beer made in the tropics—SAN MIGUEL.

THE Beer to drink in the tropics is the Beer made in the tropics—SAN MIGUEL.

THE Beer to drink in the tropics is the Beer made in the tropics—SAN MIGUEL.

THE Beer to drink in the tropics is the Beer made in the tropics—SAN MIGUEL.

THE Beer to drink in the tropics is the Beer made in the tropics—SAN MIGUEL.

THE Beer to drink in the tropics is the Beer made in the tropics—SAN MIGUEL.

THE Beer to drink in the tropics is the Beer made in the tropics—SAN MIGUEL.

THE Beer to drink in the tropics is the Beer made in the tropics—SAN MIGUEL.

THE Beer to drink in the tropics is the Beer made in the tropics—SAN MIGUEL.

THE Beer to drink in the tropics is the Beer made in the tropics—SAN MIGUEL.

THE Beer to drink in the tropics is the Beer made in the tropics—SAN MIGUEL.

THE Beer to drink in the tropics is the Beer made in the tropics—SAN MIGUEL.

THE Beer to drink in the tropics is the Beer made in the tropics—SAN MIGUEL.

THE Beer to drink in the tropics is the Beer made in the tropics—SAN MIGUEL.

THE Beer to drink in the tropics is the Beer made in the tropics—SAN MIGUEL.

THE Beer to drink in the tropics is the Beer made in the tropics—SAN MIGUEL.

THE Beer to drink in the tropics is the Beer made in the tropics—SAN MIGUEL.

THE Beer to drink in the tropics is the Beer made in the tropics—SAN MIGUEL.

THE Beer to drink in the tropics is the Beer made in the tropics—SAN MIGUEL.

THE Beer to drink in the tropics is the Beer made in the tropics—SAN MIGUEL.

THE Beer to drink in the tropics is the Beer made in the tropics—SAN MIGUEL.

THE Beer to drink in the tropics is the Beer made in the tropics—SAN MIGUEL.

THE Beer to drink in the tropics is the Beer made in the tropics—SAN MIGUEL.

THE Beer to drink in the tropics is the Beer made in the tropics—SAN MIGUEL.

THE Beer to drink in the tropics is the Beer made in the tropics—SAN MIGUEL.

THE Beer to drink in the tropics is the Beer made in the tropics—SAN MIGUEL.

THE Beer to drink in the tropics is the Beer made in the tropics—SAN MIGUEL.

THE Beer to drink in the tropics is the Beer made in the tropics—SAN MIGUEL.

THE Beer to drink in the tropics is the Beer made in the tropics—SAN MIGUEL.

We shall have a Souvenir Day soon, but you will have to pay us a personal visit as no chits will go. LeMunyon.—*Adv.*

IN our telegram columns yesterday, we recorded that a hurricane had visited the Philippines doing a tremendous amount of damage. From later advices we learn that the province of Capiz, Island of Panay, was devastated by a severe storm, reported to be the worst ever known in the history of that country, in which nearly every house in the province suffered damage and the loss to the inhabitants amounts up into the hundreds of thousands of dollars, the corn, abaca and cocoa trees being uprooted and destroyed. The storm swept the entire province, the town of Capiz suffered severely, there is hardly a house in that place that has not been damaged, some of the towns in the interior report that there is not a house left standing, while many of the towns are yet to be heard from. The loss of life is not reported to be great, but as the reports are meagre the exact loss of life is only a matter of conjecture until the full reports of the storm are received. Thousands of people are homeless, they are camped in the fields and great suffering will follow unless the inhabitants are given relief as the rains are heavy in that section at the present time of the year.

YESTERDAY'S WEDDING.

Immediately on the return of the bride and bridegroom to Government House yesterday, the bride party was photographed in a group on the lawn by Mr. Mee Chung and Mr. Afong, photographers. As the guests entered each was presented with a buttonhole, artificial orange blossoms, as a souvenir of the occasion.

CONTRACT FOR CAPITE DRY DOCK.

According to the *Manila Times*, Rear Admiral Endicott, Chief of the Bureau of Yards and Docks, has recommended to Acting Secretary Darling that the contract for the construction of the Manila dry dock be awarded to the Maryland Steel Company, whose bid was \$1,120,000. The dock is to be the largest in the world. When completed it will be towed to Manila.

PIRACY ON WEST RIVER.

REPORTED CAPTURE OF AMERICANS.

Writing from Canton under yesterday's date a correspondent informs us that pirates are again at work on the West River, and a few days since attacked the *Kongkang*, a French launch of about a hundred tons, which plies between Canton and Shek Kee. The pirates were successful in boarding the ship, and took away all valuables upon which they could lay hold. According to the correspondent they seized two men belonging to the staff of the commodore and five passengers, including two American citizens, for whose release they require \$2,000 each. News of the affair reached Canton and the American Consul had the *Gallao* despatched to the scene. Upon the receipt of the news inquiries were made of the U.S. Consul-General in Hongkong, but General Bragg informs us that he has heard nothing of the affair.

THE CRISIS IN KWANGSI.

In spite of the assertions of Governor Wang Chih-chun of Kwangsi that he has restored order in the province, news still constantly arrives from private and independent sources in Kwangsi alleging quite the contrary. If what is stated in the following letter from a reliable source, which the *N. C. D. News* translates, is to be believed, Governor Wang Chih-chun's troubles are only just beginning:—"The rebels of Kwangsi are daily getting stronger, especially in the districts of Yining and Hsingan. Here the rebels, unlike other bands, conduct the government of the two cities, collect regular taxes after the style of foreign municipalities, enlist troops, and drill, pay, and arm them after foreign methods. A perfectly regular, peaceful and beneficent government rules the region comprised within the areas of the two districts and there is not a single official of the Manchu dynasty in them, while the inhabitants appear quite contented with their lot. Strict discipline is enforced amongst the rebels by their officers, who give all their commands in English, while the arms and ammunition used are of the most modern. These are constantly arriving, being brought by friends and partisans from neighbouring provinces; so that there is now a very large accumulation of the best of arms and ammunition for a numerous and formidable army. In fact the region spoken of above has been apparently chosen as the headquarters of the rebellion and the men there are to form the nucleus of a great army for the conquest of the Empire from the Manchus. There is immense enthusiasm amongst the rank and file of the so-called rebel army in Yining and Hsingan, which counts a great deal in a movement like this. As soon as everything has been prepared and ready for active hostilities, the mandarins will find the present one ten times more formidable than the former Tai ping rebellion. With the vision, which have so far taken place throughout the province of Kwangsi, desultory and scattered as they have been, every one already knows that the mandarins have invariably been unable to deal, and that they have been again and again defeated, and put to flight by these wandering bands of rebels and disbanded soldiery. What then must happen when in place of these scattered and badly led and still worse organized bands the mandarins find themselves opposed by an army which is just the contrary of what has gone before?"

THE Beer to drink in the tropics is the Beer made in the tropics—SAN MIGUEL.

THE Beer to drink in the tropics is the Beer made in the tropics—SAN MIGUEL.

THE Beer to drink in the tropics is the Beer made in the tropics—SAN MIGUEL.

THE Beer to drink in the tropics is the Beer made in the tropics—SAN MIGUEL.

THE Beer to drink in the tropics is the Beer made in the tropics—SAN MIGUEL.

THE Beer to drink in the tropics is the Beer made in the tropics—SAN MIGUEL.

THE Beer to drink in the tropics is the Beer made in the tropics—SAN MIGUEL.

THE Beer to drink in the tropics is the Beer made in the tropics—SAN MIGUEL.

THE Beer to drink in the tropics is the Beer made in the tropics—SAN MIGUEL.

THE Beer to drink in the tropics is the Beer made in the tropics—SAN MIGUEL.

THE Beer to drink in the tropics is the Beer made in the tropics—SAN MIGUEL.

THE Beer to drink in the tropics is the Beer made in the tropics—SAN MIGUEL.

THE Beer to drink in the tropics is the Beer made in the tropics—SAN MIGUEL.

THE Beer to drink in the tropics is the Beer made in the tropics—SAN MIGUEL.

THE Beer to drink in the tropics is the Beer made in the tropics—SAN MIGUEL.

THE Beer to drink in the tropics is the Beer made in the tropics—SAN MIGUEL.

THE Beer to drink in the tropics is the Beer made in the tropics—SAN MIGUEL.

THE Beer to drink in the tropics is the Beer made in the tropics—SAN MIGUEL.

THE Beer to drink in the tropics is the Beer made in the tropics—SAN MIGUEL.

THE Beer to drink in the tropics is the Beer made in the tropics—SAN MIGUEL.

THE Beer to drink in the tropics is the Beer made in the tropics—SAN MIGUEL.

THE Beer to drink in the tropics is the Beer made in the tropics—SAN MIGUEL.

THE Beer to drink in the tropics is the Beer made in the tropics—SAN MIGUEL.

THE Beer to drink in the tropics is the Beer made in the tropics—SAN MIGUEL.

THE Beer to drink in the tropics is the Beer made in the tropics—SAN MIGUEL.

THE Beer to drink in the tropics is the Beer made in the tropics—SAN MIGUEL.

THE Beer to drink in the tropics is the Beer made in the tropics—SAN MIGUEL.

THE Beer to drink in the tropics is the Beer made in the tropics—SAN MIGUEL.

THE Beer to drink in the tropics is the Beer made in the tropics—SAN MIGUEL.

THE Beer to drink in the tropics is the Beer made in the tropics—SAN MIGUEL.

THE Beer to drink in the tropics is the Beer made in the tropics—SAN MIGUEL.

THE Beer to drink in the tropics is the Beer made in the tropics—SAN MIGUEL.

THE Beer to drink in the tropics is the Beer made in the tropics—SAN MIGUEL.

THE Beer to drink in the tropics is the Beer made in the tropics—SAN MIGUEL.



## TELEGRAMS.

(Reuters.)

## Mr. Michael Davitt on the Massacre at Kichineff.

LONDON, 7th June.

Mr. Michael Davitt, who has been to Russia investigating the recent massacre of Jews at Kichineff, for a New York paper, writes to the *Times* describing the outrages at Kichineff such as to make the devil blush for shame. He declares the massacre was largely due to the dissemination of reports of the murder of Christian children by the Jews for ritual purposes, and appeals to the Tsar to issue an ukase, which should be read in all the churches throughout the empire, declaring this ancient superstition to be an atrocious calumny on the Jews.

LATER.

## Collision off Marseilles.

The French steamers *Insulaire* and *Liban* have collided off Marseilles; the *Liban* sank; twenty-nine corpses have been recovered.

## Hospital Sunday.

The King and Queen and the Prince and Princess of Wales attended the Hospital Sunday service at St. Paul's yesterday.

(Kobe Herald.)

## The French in Kwangsi.

Peking, 28th May.

The Governor of Yunnan and Quichow secretly wired to the Government that 1,500 French troops have arrived at Peking near Kaifu. The Viceroy strongly remonstrated with the French Consul against the presence of the French in Yunnan; but the latter declared he would not withdraw the men until the rioting was completely suppressed and the safety of French subjects assured. There are indications that more French troops are to cross the frontier. The Viceroy prayed the Government to take measures to prevent a French invasion.

Viceroy Chang has sent in a representation to His Majesty against the presence of the French troops in Kwangsi and Yunnan.

[A Havas wire, dated from Paris, 2nd inst., reports that M. Del assé has received a telegram from Peking announcing that the French subjects which had arrived at Yunnanfu without escort were safe in the capital. This bears out our previous report regarding the situation in Yunnan Province, and the fact that the French workers on the railway line between the capital and Ton'ing had been called in owing to the unsettled state of the surrounding country.

In the *Osaka Mainichi* we find a Peking dispatch which states that the French Minister has notified the Chinese Government that if the authorities fail to restore order in the Province in ten days—counted from the 25th ult.—France will send her own troops to suppress the rioting.—Ed., H.K.T.]

## Chang Chih Tung Favours Opening of Manchuria.

Peking, May 18th.

Mr. Uchida, Japanese Minister to Peking, called on Viceroy Chang this afternoon, to a certain view of the present condition of affairs. His Excellency strongly advocated the opening of Manchuria. He made no attempt to disguise the fact that he wishes to return to his own province, rather than stay at Peking. Mr. Uchida arranged for a further conference before leaving the Viceroy's hotel.—*Mainichi*.

## Russian Timber Company Opens Negotiations.

PROPOSAL TO OPEN YALU DISTRICT.

Seoul, May 28th.

In a note sent to the Government yesterday the Russian Minister announces the appointment of M. Ginsburg to take charge of the negotiations on behalf of the Russian Timber Company. Mr. Maebé desires to be informed who will represent the Korean Government in the matter. It is now thought by some parties here that the Russians are likely to be withdrawn from Ryong'an; but it is difficult to divine what warrant there is for this sanguine view.

It is reported from Wiju that the Chinese soldiers at Angtung (under Russian direction) have commenced operations against the bandits in the district.

Mr. McLeary Brown, Superintendent of Customs, was sent to Chinnampo to inspect the breakwaters and light-house in course of construction there. It is reported that many influential officials are in favour of opening up the Yalu district in hope of preventing the high-handed action of Russia there. By some people, it is thought Mr. Brown's visit to these districts is connected with this proposal.—*Mainichi*.

## GERMAN MAIL STEAMER IN COLLISION.

S.S. "PREUSSEN" DAMAGED.

The late arrival of the German mail steamer *Preussen*, which is due here next Sunday by the mails from Berlin of 13th ult., is undoubtedly due to the fact that after a collision in the English channel she had to be put into Southampton for repairs. A home journal of the 5th May says:—

The Atlantic Transport liner *Marquette*, bound from London via Southampton for New York, and the North German Lloyd liner *Preussen*, bound from Hamburg for the Far East, collided during a fog in the Channel last night. In the impact the *Marquette's* stern was stove in above the water-line and the railings carried away, while the *Preussen's* bow was also smashed in. Both vessels have put into Southampton for repairs, but are not expected to be long delayed. It is hoped the *Marquette* will resume her voyage on Thursday.

ASK for ASAHI JAPANESE BEER.—G. Ginnell

## TROOPS FOR KWANGTUNG.

The *Universal Gazette* gathers that Viceroy Tsien is bringing with him from Szechuen to Kwangtung a number of troops who were efficient in putting down the disturbance in the former Province. Over six hundred of these troops have arrived at Hankow by steamer from Ichang and nine hundred more will arrive in a few days.

## JAPANESE ENTERPRISE IN CHINA.

IMPORTANT ACQUISITION BY THE N. Y. K.

There was much excitement in commercial circles here on Saturday, says the *China Gazette*, when the information leaked out that a transfer of property of a magnitude seldom equalled in this part of the world, had been practically effected, and that the well-known and popular river steamers which fly the house-flag of George McElin, together with all the wharves which the vessels berth at in Shanghai (Wayside) at Hankow, Wuhu, Chinkiang, and the other important Yangtze Ports, were about to pass under the control of certain enterprising merchants from the Land of the Rising Sun, the whole of the vast property, along with the goodwill attaching to it, having been purchased as a going concern by the Nippon Yusen Kaisha. The agreement, we understand, was concluded sometime in the middle of May, and the N. Y. K. began to take possession of their purchase to-day.

We congratulate Mr. Hayashi, the enterprising manager of the Shanghai branch of the great Japanese company, to whom thanks are chiefly due for the successful completion of the transaction, upon the boldness, foresight and ability which he displayed in the negotiations. The McElin steamers will serve as sure and copious feeders for the vessels of the N. Y. K.'s trunk lines to Europe and America, the boats having been known for more than 30 years, during which time they have ranked in popular esteem, high among the steamers which trade up and down the great river. The other properties included in the purchase, wharves, godowns, etc., are all excellently situated on river frontages, splendidly constructed and in first-class repair and condition.

The news of the transaction came, as we have said, as a great surprise to people here, especially to the local shipping companies and those interested in the Yangtze trade in general. No hint of the bargain had been allowed to leak out until everything, practically, was ready for the actual transfer and the astonishment, in consequence, was something immense and in many cases far from pleasant. As formerly reported in these columns, Messrs. McKelvey & Co., the agents for a well-known German line of river steamers, made strenuous efforts, from time to time, to secure the McElin boats, but always failed to attain this object. Their last attempt was made in the autumn of 1901.

The price paid by the N. Y. K. for the property, was, we are told, somewhere in the neighbourhood of \$1,000,000, and it must be considered cheap at the price. By this transaction another important Japanese company has secured a share of the Yangtze trade in addition to the popular O. S. K. line already operating there, and viewed in any light, the deal must be regarded as one of the most momentous commercial transactions which has ever been completed in this part of China.

## PHILIPPINE MINING POSSIBILITIES.

As yet, but little has been done in the Philippines toward the development of its mining interests. It is a well-known fact that gold, copper and coal are to be found in all the principal islands of the archipelago, but the extent and richness of these minerals are but little more than a matter of speculation at the present time. For more than three centuries gold has been sent to Hongkong, Amoy and Shanghai from Luzon, Cebu, Mindoro and Mindanao. The washing of placer gold by the Chinese and natives has been carried on in the most primitive way, cocoanut shells often being used for the purpose of separating the alluvial gold from the sand and gravel.

The geological formation of the Philippines is similar to that of Australia, which has contributed more to the world's supply of gold than any other country. Every experienced mining man is of the opinion that this archipelago is within the same gold belt.

For obvious reasons, American prospectors have not ventured far into the mountains of the islands, but all streams prospected have yielded colours of gold in their gravel. Evidently these gold-bearing streams cut across quartz veins somewhere in the mountains. Every experienced prospector, who could afford it, would be willing to spend years looking for the source of gold in a country where the metal is so generally distributed. As long as there is a trace of the yellow metal, either in the beds of streams or in quartz, the prospector knows that there is a strong probability of his finding spots where it exists in large quantities.

From a prospector's standpoint, the Philippines have not even been skimmed over for minerals. The virgin forests are dense; the undergrowth and vines literally cover the ground and the usual "croppings" are not in evidence. The gold seeker is reduced to the alternative of following the streams in search of "float." Owing to the fact of the risks in tracing these streams to their source, the most likely places have not been prospected.

The alluvial gold found along the lower course of streams indicates that it has been washed a long distance. This is clearly evidenced by the flakey and well worn appearance of the gold. It is to the quartz formations of the mountain ranges the prospector should turn his attention, and in such work a sufficient number of men should be banded together to make the expedition safe from the attacks of natives.—*Manila Times*.

ASK for ASAHI JAPANESE BEER.—G. Ginnell

## NAVIGATION IN PEARL RIVER.

The *Sin Wan Pao* gathers that the Yuch Han (Kwangtung-Hankow) Railway Company has instructed engineers to make a survey of the Pearl River, so that it may be dredged for steam navigation, when the railway line has been completed. It is estimated that the surveying work would take two months.

## LIKIN AND IMMACULATE AUTOMATIC TOOLS.

The *Manchester Guardian's* London correspondent, who is so thoroughly posted on Far Eastern affairs, has written the following interesting article:—

Likin in China is a subject of mystery to most people, but even those who know something of the tax may well be surprised by a communication on the subject recently made by one Ku Hing Meng, a graduate of Edinburgh and a man of original mind, who was appointed a few years ago by the Viceroy Chang Chih Tung to be his private secretary. In general, Ku's position is that likin injures trade, not by impeding the circulation of foreign goods—the usual complaint—but by impoverishing the people and impairing their purchasing power. Ku is no believer in Sir Robert Hart or his system, and, in fact, accuses that system of being really the root of most of the evil. It is too rigid; Sir Robert Hart's men are "immaculate automatic tools," and the squeezing in the collection of likin is not a squeezing by corrupt officials but by provincial exchequers obliged to meet the hide-bound and inflexible demands of the Peking Budget.

But it is not only Sir Robert Hart who is under attack. The foreigner generally, though possibly he may be surprised to hear it, is responsible for likin. In other treaties foreigners deprived China of her tariff autonomy, and when China wanted money to put down the Taiping Rebellion, being unable to get it by increasing the tariff directly, she had to do so indirectly, by levying likin internally instead of at the ports. Then (Ku goes on in his fearless and original way) when the rebellion was over likin remained; for foreigners persuaded Li Hung Chang that he was the Bismarck of China, and that he must spend money on troops, ships, and armaments. But worse follows; for Li, being pulled up by his foreign friends on his Bismarckism and militarism, treated Japan with contumely and provoked the war. Then came the indemnity; and so likin became more necessary to China than ever. Kang Yu Wei and the reformers followed, who were to be more than Li ever was. Foreign mischief-makers supported these men in things they did not understand and should never have meddled with. Excitement followed, and led up to the events of 1900, when "the whole China crockery-shop toppled over with the Peking cataclysm." The Chinese people have to pay for this broken crockery, and hence a further rivetting of the fetters of likin. Every foreign merchant who causes trouble and expense to the Chinese Government, every foreign missionary going into the interior and getting himself killed, and every foreign high-falutin' charlatan who persuades so-called patriotic viceroys to build costly schools and the like is, in Ku's opinion, responsible for likin and the injury it causes foreign trade. To abolish it one must go to the root of things, and China must recover either her full tariff autonomy or her full control over foreign ers by the abolition of extraterritoriality and consular jurisdiction. "The nation," Ku's dissertation concludes, "which will be fair to China will be the leader of nations in the Far East." It is a turning of the tables with a vengeance.

## SUGAR IN THE PHILIPPINES.

Sugar can be successfully produced in nearly all the Philippine islands, but the island of Negros is generally believed to be the best adapted to this purpose. Before the great increase in the production of beet sugar the Philippine sugar industry was highly remunerative, but the constantly diminishing prices of sugar, together with the lack of modern machinery and adequate transportation facilities, have prevented the expected development of the industry. The sugar estates are generally quite small, the mills in many cases being primitive concerns, built up of two cylinders, driven by animal power with the process of manufacture of the crudest character and badly conducted, and the resulting raw sugar is of an inferior grade. The transportation problem is a serious one, as the sugar made has to go over bad country roads in bullock carts. The chief export items of the Philippines were for years Manila hemp and sugar the latter coming second of late, although at one time the sugar exports were of greater value than those of hemp. Messrs. Willett and Gray in their statistics estimate the exports of Philippine island sugar at 102,000 tons for the current year, and report the exports for the previous year at 79,000 tons, and for 1900-01 at 55,000 tons.—*Louisiana Planter*.

## THE INDIAN IMPORT DUTIES.

Lancashire has been dissatisfied with the reply given by the Secretary of State for India to the demand made by the cotton spinners to abolish the Indian import duties. At a recent meeting of the Federation of Master Cotton Spinners Associations, held at Manchester, the refusal of the Government was first considered and after considerable discussion a resolution was unanimously adopted expressing "its great dissatisfaction at the decision of the Indian Government not to deal with the Import Duties this year" and stating that the Committee of the Federation "consider it to be a breach of faith." The Secretary of State is asked to reconsider the question at the earliest opportunity as a matter of great importance not only to the Lancashire Cotton industry, but also to the Indian Empire.

ASK for ASAHI JAPANESE BEER.—G. Ginnell

## THE OILING OF PUBLIC ROADS IN BOMBAY.

It will be noted with satisfaction that the experiment which Mr. Murban, the energetic Executive Engineer of the Bombay Municipality, tried some time ago, of oiling a stretch of road on the Esplanade has proved successful. The dust nuisance may be effectively got rid of, if all our thoroughfares received a similar treatment. But before this is done, more than one important point shall have to be considered, such as the question of cost and the condition of the roads during the monsoon. Every new improvement is received in the East with doubts and misgivings, and it was not to be wondered at that the experiment tried over a few hundred feet of road, gave rise to so much croaking from certain quarters.—*Rust Gifford* (Bombay).

## THE SILVER CORNER.

There is nothing singular, and at no time has there been anything impossible, about cornering the silver product. It is as easy as the cornering of copper, and is subject to the same vicissitudes. The silver corner, taking in the control of the entire product of Mexico, and assisted by that Government, is an established fact. What the Blind and Sherman bills failed to do permanently has for the present been accomplished by the Guggenheim syndicate, and silver has been forced up at a rapid rate. The rise effected by those two acts of the American Congress was a brief bulge in the market, influenced by the purchases of the bullion by this Government. But it did not last, and under both laws the price took a downward turn, and fell steadily until this corner has sent it upward again.

The ability of the Guggenheims to maintain the advance will depend first upon the extent of their control of the product. The first copper corner, known as the *Societe des Metaux*, took in all the copper properties of the world which produced down to a minimum line, and made no account of the properties below that line. But the price was artificially forced up until it paid to work the properties below the minimum, and soon these properties had as much copper on the market as the *Societe*, and the price broke, with results disastrous to the syndicate.

Whether the Guggenheims have profited by this experience and have included in their scheme the silver production of Colorado, Nevada, Idaho and Montana is not plain. If they have their capacity to force the price will depend upon consumption of the product. The demand is in China, Japan and the Philippines, observes a San Francisco exchange. In the latter the United States is immediately concerned, but the stock needed in the islands is not large enough to make a demand that will seriously affect the market. Mexico has a very direct interest in the corner, because she is a large silver producer, and her finances have been badly disordered by fluctuations in the price. She has endured variations in exchange from that cause amounting sometimes to more than 40 per cent. in a single month. Such fluctuation is very tormenting to business, but it remains to be seen whether it can be prevented by the operation of a private syndicate.

The statement is made that if the price can be permanently maintained to secure the steady rate of a profit of exchange for Mexico, at 200 that country will make a profit of 40,000,000 a year. This profit will be direct and will be increased by a much larger indirect profit, which comes to any country in the stability of business which follows stability of the medium of exchange.

It is stated, significantly, that the Guggenheims have been for some time preparing for action, but saw no opportunity until consumption increased. This came to them when the United States began buying silver for the Philippine coinage. It is also said that if the United States, China and Japan should cease buying and conclude to wait for a decline the syndicate is able to store and hold all the Mexican silver for two years. As this would require the holding of 140,000,000 ounces, to do this at the present price requires a capital of \$77,000,000, and that is a large sum to keep on the waiting list.

The highest product of silver by the United States was 63,500,000 ounces. In 1901 the yield was 55,214,000 ounces. So, if the syndicate undertake to buy and store all the silver of both countries for two years, it must have a capital of \$177,684,000, or capital and credit united equal to that amount. Such an undertaking is the most stupendous operation ever undertaken by financiers. It is of intense interest to the owner of silver mines. The prospective profits of the operation may induce them to make an alliance with the syndicate by which they will mine and hold their own silver. But this will merely distribute the task without decreasing the reserve capital needed for its accomplishment.

However, when the Mexican Government is taken into account, as a passive but powerful partner in the operation, it may be successfully done. The great corners in products, except copper, have heretofore been in perishable property, such as foodstuffs. The element of perishability has had to be considered, and also the accidents that beset production. But metals are non-perishable in a sufficient sense to eliminate that risk, and only supply and demand have to be considered. As the nations can, in a pinch, resort to paper currency, a new risk is presented. The United States, for illustration, is in a position to do away with silver dollar coinage entirely, and by a flexible currency system, for which we have an abundant gold basis, use silver only for subsidiary coinage. It would seem that this power is sufficient to hold in check any speculative rise in silver procured by storing that metal and keeping it off the market.

ASK for ASAHI JAPANESE BEER.—G. Ginnell

## PARASITE ON TEA LEAVES.

The *Kokumin* (translated by the *Japan Times*) says that a sort of parasite has appeared in Kanaya-hara tea garden in Haibaragori, Shizuoka-ken. These parasites have caused the leaves to wither and are, it is feared, spreading. The Shizuoka Experimental Farm has despatched a specialist to investigate the matter. In the first of the tea producing prefectures the recent frost and hail have not caused much injury. The tea manufacturers in Shizuoka have a high time of it owing to the abundant crop and to the good prices of their tea.

## THE LASCAR.

The Colonial Office, with even the strongest statesman of the time at its head, has done nothing till now to defend the rights of British Indian subjects in the British Colonies. Emboldened by its inaction, the Australian Colonies have gone a step further and warned the British Post Office and the shipping companies that they would not be a party in any mail-service agreement which did not undertake to employ only white sailors on the steamers engaged. As has been pertinently observed by the leading English daily "of all the irrational and oppressive legislation" the Barton Ministry has been forced into at the bidding of the labour party in Australia, this enactment against the employment of the lascars is most unjustifiable. It has been conclusively proved that recruiting for Merchant Shipping in England has been one so difficult that the lines which are pledged to the employment of white labour alone are compelled to take up foreigners into their service such as the Dutch, the Germans, and the Swedes, who are less sober and reliable than the lascars. Australia knows this, but still persists in taboing what is called black labour. Will an extensive employment of foreigners on board the merchant ships add to England's strength and be conducive to the safety of the Empire in the time of a great European war? It would have been something if it were asked that the lascar should not find employment till all the available British sailors had been engaged. Even then the demand would have been a preposterous one, but to ask that foreigners should be given preference over British born subjects is as unpatriotic as it is wrong and cruel.

## COMMERCIAL.

TO-DAY'S INTELLIGENCE.

HONGKONG HOTELS, in consequence of an unsatisfied persistent demand, have advanced to \$152 buyers, without sales. CHINA SUGARS changed hands at \$107 cash. ELECTRICS (old) are wanted at the enhanced rate of \$13.25, and transactions took place in WEST POINTS at \$5 and later at an advance of half a dollar.

TO-DAY'S EXCHANGE.

ON LONDON, Telegraphic Transfer	1/8 1/16
" Bank Bills, on demand	1/8 1/16
" Credits, 4 months' sight	1/8 7/16
" Debits, 4 months' sight	1/8 9/16
ON BERLIN, (demand)	1/8 1/16
ON PARIS, Bank Bills, on demand	2 10/16
" Credits, 4 months' sight	2 11/16
ON NEW YORK, Bank Bills, on demand	40 1/16
" Credits, 30 days' sight	41 1/16
ON BOMBAY, Telegraphic Transfer	125 1/16
" On demand	125 1/16
ON SHANGHAI, Telegraphic Transfer	71 1/16
" Private 30 days' sight	nom.
ON YOKOHAMA, T.T.	81 1/16
Sovereigns, Bank's Buying Rate	\$11 84
Gold Leaf 100 touch, per tael	\$16 60
Bar Silver	24 1/16

OPIMUM QUOTATIONS.

To-day's quotations are as follows—	Per chest
MALWA NEW	No sales
" LAST YEAR	1,600
" OLDEST	1,080/1,100
PATNA NEW	1,037/1,040
" OLD	1,020/1,025
BENARES NEW	1,055/1,058
" OLD	1,035/1,038
PERSIAN (PAPER)	No sales

## To-day's Advertisements.

EXCURSION TO MACAO.

GRAND PROCESSION.

FEAST OF ST. ANTHONY.

THE well-known S.S. "CHUKONG" will leave her usual Wharf (next to the Steamboat Co's Wharf) at 8.30 A.M. on SUNDAY NEXT, the 14th inst., returning from Macao at 9 P.M. the same day.

Tickets \$1.50 Return Obtainable on Board.

Hongkong, 9th June, 1903. 1684

ALTERATION.

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

NOTICE TO PASSENGERS.

S.S. "EASTERN" will be despatched for KOBE, VIA MOJI, TO-MORROW, at Noon SHARP.

The Company's Launch will leave Ferry Wharf at 10 A.M.

GIBB, LIVINGSTON &amp; CO., Agents. 1683c

Hongkong, 9th June, 1903.

## Co-day's Advertisements.

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR KOBE VIA MOJI.

THE Steamship

"EASTERN" Captain Ellis, will be despatched for the above Ports, TO-MORROW, the 10th instant, at Noon sharp.

The well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber, which ensures the supply of Fresh Provisions, ice, &c., throughout the voyage.

This Steamer is installed throughout with the Electric-light.

A Stewardess and a duly qualified Surgeon are carried.

N.B.—To assure the additional comfort of passengers the steamers of the Company have electric fans fitted in staterooms.

For Freight or Passage, apply to GIBB, LIVINGSTON & Co., Agents.

Hongkong, 9th June, 1903. 1683a

FOR SINGAPORE, PENANG AND CALCUTTA.

THE Steamship

"GREGORY APCAR" Captain J. G. Oliff, will be despatched for the above Ports on TUESDAY, the 16th instant, at Noon.

For Freight or Passage, apply to DAVID SASSOON & CO., LIMITED, Agents.

Hongkong, 9th June, 1903. 1682a

CHINA COMMERCIAL STEAMSHIP COMPANY, LIMITED.

司公限有船輪華中

FOR MOI, KOBE, MANZANILLO, MEXICO &amp; SAN FRANCISCO.

THE Steamship

"CLAVERING" Captain Barton, will be despatched for the above Ports on THURSDAY, the 18th instant, at Noon.

For Freight, apply at the Company's Office, 35, Queen's Road Central, and Floor.

J. S. VAN BUREN, Superintendent.

Hongkong, 9th June, 1903. 1681b

THE BOSTON STEAMSHIP COMPANY.

NOTICE TO CONSIGNEES.

STEAMSHIP "TREMONT."

FROM TACOMA, VICTORIA, YOKO, HAMA, KOBE AND MOJI.

The above Steamer having arrived, Consignees are hereby requested to send in their Bills of Lading for Countersignature, and to take immediate delivery of their Goods from alongside.

Cargo impeding the discharge of the Vessel will be landed and stored at Consignee's risk and expense.

No Fire Insurance will be effected by us in any case whatever.

DODWELL & CO., LIMITED, Agents.

Hongkong, 9th June, 1903. 1684d



THE POPULAR SCOTCH IS "BLACK & WHITE"



JAMES BUCHANAN &amp; CO.

SCOTCH WHISKY DISTILLERS

By Appointment to

H. M. THE KING

and

HRH. the PRINCE of WALES

Supplied at all the LEADING CLUBS and HOTELS, and to be obtained from

LANE, CRAWFORD & CO., Queen's Road Central.

Hongkong, 9th June, 1903. 1682e



## THE HISTORY

Of impaired and lost eyesight, cataracts and other diseased conditions of the eyes is generally associated with delay in getting first glasses, cheap spectacles, tramp type, bungling of incompetents and the indiscriminate wearing of others' discarded glass.

ONLY ONE PAIR OF EYES To last a life time. Keep them healthy and enjoy comfortable and perfect vision to the greatest age by getting your glasses fitted by

N. LAZARUS,

OPHTHALMIC OPTICIAN,

OF LONDON AND CALCUTTA.

Consulting Room: No. 16, Queen's Road Central. Entrance through Mr. R. Houghton's Tailoring Establishment, nearly opposite Hongkong Hotel. 168



Shipping—Steamers.

OCEAN STEAMSHIP COMPANY, LD.  
AND  
CHINA MUTUAL STEAM NAVIGATION  
COMPANY, LD.

JOINT SERVICES.

FORTNIGHTLY SAILINGS FOR LONDON.  
MONTHLY SAILINGS FOR LIVERPOOL AND FOR CONTINENT.

OUTWARDS.

FROM	STEAMERS	DUE
GLASGOW AND LIVERPOOL	"PROMETHEUS"	On 20th June.
GLASGOW AND LIVERPOOL	"STENTOR"	On 27th June.
GLASGOW AND LIVERPOOL	"TYDEUS"	On 3rd July.
GLASGOW AND LIVERPOOL	"MACHAON"	On 12th July.

HOMEWARDS.

FOR	STEAMERS	TO SAIL
*LIVERPOOL	"HYSON"	On 20th June.
MARSEILLES, LONDON & ABERDEEN	"ANTENOR"	On 23rd June.
MARSEILLES, LONDON & ABERDEEN	"CALCINOUS"	On 27th July.
*LIVERPOOL	"PROMETHEUS"	On 22nd July.
MARSEILLES, LONDON & ABERDEEN	"PELUS"	On 21st July.
MARSEILLES, LONDON & ABERDEEN	"STENTOR"	On 24th August.
MARSEILLES, LONDON & ABERDEEN	"DARDANUS"	On 18th August.

TRANS-PACIFIC SERVICE.

FOR	STEAMERS	TO SAIL
VICTORIA, SEATTLE, TACOMA, and all PACIFIC COAST PORTS, via NAGASAKI, KOBE and YOKOHAMA.	"TELEMACHUS"	On 10th June.
S.S. "TELEMACHUS" has arrived and leaves for Japan and Pacific Ports on 10th inst. S.S. "CANPA" from Tacoma left Moji 7th inst. for Hongkong.	"MACHAON"	On 14th July.

For Freight, apply to

BUTTERFIELD & SWIRE,  
AGENTS.

[8]

CHINA NAVIGATION CO., LIMITED.

FOR	STEAMERS	TO SAIL
SHANGHAI	"HUNAN"	10th June.
YOKOHAMA AND KOBE	"CHINGTU"	11th "
CEBU AND ILOILO	"WUCHANG"	13th "
MANILA	"SUNGKIANG"	17th "
TIENSIN	"KWEIYANG"	18th "
MANILA	"CHINGTU"	4th July.

PORT DARWIN, THURSDAY ISLAND, COOKTOWN, CAIRNS, TOWNSVILLE, BRISBANE, SYDNEY and MELBOURNE.  
The Attention of Passengers is directed to the Superior Accommodation offered by these steamers, which are fitted throughout with Electric Light. Unrivaled table. A duty qualified Surgeon is on board.  
Taking Cargo on through Bills of Lading, to all Yangtze and Northern China Ports.  
Taking Cargo and Passengers at through Rates for all New Zealand and other Australian Ports.  
M.A.R.D.C. S.O. N. F. RES. SINGAPORE AND RETURN TO MANILA AND AUSTRALIAN PORTS.  
For Freight or Passage, apply to

BUTTERFIELD & SWIRE,  
AGENTS.

[7]

Hongkong—Manila.

Highest Class, newest, fastest and most luxurious Steamers between Hongkong and Manila.—Saloon amidships—Electric Light—Perfect Cuisine—Surgeon carried.—All the most up-to-date arrangements for comfort of Passengers.

CHINA AND MANILA  
STEAMSHIP COMPANY, LIMITED.

Steamship.	Tons.	Captain.	For	Sailing Dates.
ZAFIRO	2540	R. Rodger	MANILA (DIRECT)...	SATURDAY, 13th June, at 10 A.M.
RUBI	2540	R. W. Almond	MANILA (DIRECT)...	SATURDAY, 20th June, at 10 A.M.
PERLA	1980	J. McGinty	...	...

For Freight or Passage, apply to

SHEWAN, TOMES & CO.,  
GENERAL MANAGERS.

[1208d]

PORTLAND & ASIATIC STEAMSHIP CO.

PROPOSED SAILINGS FROM HONGKONG, INLAND SEA OF JAPAN, MOJI, KOBE AND YOKOHAMA.

PORTLAND OREGON,

OPERATING IN CONNECTION WITH

THE OREGON RAILROAD AND NAVIGATION COMPANY

Steamship	Tons	Captain	To sail
"INDRASAMHA"	5,197	R. P. Craven	June 14, 1903.
"INDRAVELLI"	4,899	W. E. Craven	July 14, "
"INDRAPURA"	4,899	A. E. Hollingsworth	Aug. 14, "

Through Bills of Lading issued to Pacific Coast Ports and all Eastern, Canadian and United States Ports. For through rates of Freight and further information, communicate with or apply to

ALLAN CAMERON, General Agent.

OSAKA SHOSEN KAISHA.

PROPOSED SAILINGS.—SUBJECT TO ALTERATIONS.

Destinations.	Steamers.	Captains.	Sailing Dates.
FOR TAMSUI	"DAIGI MARU"	T. W. Groves	FRIDAY, 12th June.
FOR FOCHOW	"ANPING MARU"	J. Goto	SUNDAY, 14th June.
FOR TAMSUI	"DAIJIN MARU"	T. Ogata	FRIDAY, 19th June.
FOR ANPING	"MAIDZURU MARU"	T. Saito	...

\* Via Swatow and Amoy.

The Company's new steamers are specially designed for the coast trade of South China and Formosa and are fitted with all modern improvements. Excellent accommodation is provided for 1st class passengers, and a fully qualified doctor is carried.  
All steamers carry the Imperial Japanese Mail, subject to periodical inspection by the Government Marine Surveyors, and are registered in the highest class at Lloyd's.  
Steamers will go alongside the Co.'s Pontoon at the Customs' water-front premises at Tamsui to land all passengers and cargo.  
By the Co.'s steamers for Shanghai, through Bills of Lading issued for Cargo to Yangtze River Ports, as well as for North China Ports, in connection with the NIPPON YUSEN KAISHA's steamers from Shanghai.  
For Freight, Passage and further information, apply at the Co.'s Local Branch Office, at No. 4, Des Voeux Road Central.

Hongkong, 3rd June, 1903.

T. ARIMA, Manager.

[1879e]

Shipping—Steamers.

STEAM TO CANTON.

THE Splendid New Steel Twin Screw Steamer

"KWONG CHOW,"  
1,474 Tons, Captain Walker, leaves HONGKONG for CANTON at 8.30 P.M. on SUNDAYS, TUESDAYS and THURSDAYS, returning to Hongkong the following days leaving CANTON at 5 P.M. Unexcelled Accommodation for First Class Passengers. Ship lighted throughout by Electricity.  
Passage Fare \$4 Single Journey.  
Meals \$1 each.  
The Company's Wharf is West of the Hongkong Harbour Master's Office.

SHU ON S.S. CO., LTD.,  
No. 8, Queen's Road West.

Hongkong, 30th May, 1903. [322c]

WING ON STEAMSHIP COMPANY.

HONGKONG-MACAO LINE.  
THE Steamship

"CHU KONG,"  
Capt. Mason.  
Departures from HONGKONG to MACAO, Daily, at 7.30 A.M. SUNDAY including.  
Departures from MACAO to HONGKONG, Daily, at 2 P.M. SUNDAY including.  
This Steamer is the fastest and has Superior Cabin Accommodation.

FARES:  
1st Class \$1.50  
2nd " .70  
3rd " .30

Further Particulars may be obtained at the Office of the  
WING ON STEAMSHIP CO.,  
No. 42, Bonham Strand West.  
Hongkong, 30th May, 1903. [87e]

COMPAGNIE DES MESSEGERIES MARITIMES.

PAQUEBOTS-POSTE FRANCAIS.

FOR SHANGHAI, KOBE AND YOKOHAMA

THE Company's Steamship

"ERNEST SIMONS,"  
Captain Dupuy Fromy, will be despatched for the above Ports, on or about SUNDAY, the 14th instant.

For Freight or Passage, apply to  
G. DE CHAMPEAUX,  
Agent.

Hongkong, 8th June, 1903. [11-04c]

STEAMSHIP SERVICE TO NEW YORK VIA SUEZ CANAL.

THE American Asiatic S.S. Co.'s

"ARARA,"  
will be despatched on THURSDAY, the 18th instant.

For Freight, apply to  
SHEWAN, TOMES & Co.,  
General Agents.

Hongkong, 4th June, 1903. [482e]

TOYO KISEN KAISHA

MANILA LINE.

Largest and Fastest Steamers on the route. Excellent Accommodation. Cuisine Unexcelled. Unrivaled Speed. Fitted throughout with Electric Light. Doctor and Stewardess carried.

Steamship. Captain. Tons. Sailing Date.

ROHILLA MARU E. P. Bishop 3,869 FRIDAY, 12th June, at 11 A.M.

ROSETTA MARU N. Tate 3,876 WEDNESDAY, 17th June, at 11 A.M.

For Freight or Passage, apply at the Company's Office, 3, Queen's Building, Ice House Street.

Hongkong, 6th June, 1903. [171c]

AMERICAN AND ORIENTAL TRANS-PORT LINE.

FOR CHERMULPO AND PORT ARTHUR. Calling at SHANGHAI and DALNY.

THE Steamship

"GULLBERG,"  
Captain Meyer, will be despatched for the above Ports on SATURDAY, the 13th instant, at 5 P.M.

For Freight or Passage, apply to  
HAMBURG-AMERIKA LINE,  
Hongkong Office.

Hongkong, 5th June, 1903. [670e]

"GLEN" LINE OF STEAMSHIPS.

FOR NEW YORK VIA SUEZ CANAL.

THE Steamship

"GLENESK,"  
Captain Rafferty, will be despatched as above on THURSDAY, the 9th July.

For Freight or Passage, apply to  
MCGREGOR BROS. & GOW,  
Hongkong, 5th June, 1903. [671c]

"GLEN" LINE OF STEAMSHIPS.

FOR LONDON AND ANTWERP. VIA SUEZ CANAL.

THE Steamship

"GLENFARG,"  
Captain Holman, will be despatched as above on TUESDAY, the 23rd June.

For Freight or Passage, apply to  
MCGREGOR BROS. & GOW,  
Agents.

Hongkong, 27th May, 1903. [638e]

REGULAR STEAMSHIP SERVICE TO NEW YORK.

VIA PORTS AND SUEZ CANAL (With Liberty to call at PRYLPINE PORTS).

PROPOSED SAILINGS FROM HONGKONG.

1903. About

"CHARLES TIERGHEN" 24th June.

"MACDUFF" 10th July.

For Freight and further information, apply to

DOUWELL & Co., LIMITED,  
Agents.

Hongkong, 5th June, 1903. [339d]

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY AND FOCHOW.

THE Company's Steamship

"HAICHING,"  
Captain Passmore, will be despatched for the above Ports, TO-MORROW, the 10th instant, at 11 A.M.

For Freight or Passage apply to  
DOUGLAS, LAPRAIK & Co.,  
General Managers.

Hongkong, 6th June, 1903. [677e]

ALTERATION.

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY AND TAMSUI.

THE Company's Steamship

"HAIMUN,"  
Captain Mutton, will be despatched for the above Ports, TO-MORROW, the 10th instant, at 11 A.M.

For Freight or Passage apply to  
DOUGLAS, LAPRAIK & Co.,  
General Managers.

Hongkong, 6th June, 1903. [672e]

NAVIGAZIONE GENERALE ITALIANA.

(Florio and Rubattino United Companies).

STEAM FOR BOMBAY, SINGAPORE AND PENANG.

Having connection with Company's Mail Steamers to ADEN, SUEZ, PORT SAID, MESSINA, NAPLES, LEGHORN and GENOA.

ALSO

VENICE and TRIESTE, all MEDITERRANEAN, ADRIATIC, LEVANTINE, and SOUTH AMERICAN PORTS up to CALLAO.

Taking Cargo at through Rates to PERSIAN GULF and BAGDAD, also BARCELONA, VALENCIA, ALICANTE, ALMERIA and MALAGA.

THE Steamship

"CAPRI,"  
Captain Belsito, will be despatched as above TO-MORROW, the 11th instant, at Noon.

At BOMBAY, the Steamer is discharging in VICTORIA DOCK.

For further Particulars regarding Freight and Passage, apply to

CARLOWITZ & Co.,  
Agents.

Hongkong, 9th June, 1903. [664e]

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR MANILA.

THE Company's Steamship

"LOONGSANG,"  
Captain G. S. Wengill, will be despatched as above on FRIDAY, the 12th instant, at 4 P.M.

This Steamer has Superior Accommodation for First Class Passengers, and is fitted throughout with Electric Light.

For Freight or Passage apply to  
JARDINE, MATHESON & Co.,  
General Managers.

Hongkong, 8th June, 1903. [680e]

REGULAR SERVICE BETWEEN HONGKONG AND MANILA IN 48 HOURS.

Largest and Fastest Steamers on the route. Excellent Accommodation. Cuisine Unexcelled. Unrivaled Speed. Fitted throughout with Electric Light. Doctor and Stewardess carried.

Steamship. Captain. Tons. Sailing Date.

ROHILLA MARU E. P. Bishop 3,869 FRIDAY, 12th June, at 11 A.M.

ROSETTA MARU N. Tate 3,876 WEDNESDAY, 17th June, at 11 A.M.

For Freight or Passage, apply at the Company's Office, 3, Queen's Building, Ice House Street.

Hongkong, 6th June, 1903. [171c]

AMERICAN AND ORIENTAL TRANS-PORT LINE.

FOR CHERMULPO AND PORT ARTHUR. Calling at SHANGHAI and DALNY.

THE Steamship

"GULLBERG,"  
Captain Meyer, will be despatched for the above Ports on SATURDAY, the 13th instant, at 5 P.M.

For Freight or Passage, apply to  
HAMBURG-AMERIKA LINE,  
Hongkong Office.

Hongkong, 5th June, 1903. [670e]

"GLEN" LINE OF STEAMSHIPS.

FOR NEW YORK VIA SUEZ CANAL.

THE Steamship

"GLENESK,"  
Captain Rafferty, will be despatched as above on THURSDAY, the 9th July.

For Freight or Passage, apply to  
MCGREGOR BROS. & GOW,  
Hongkong, 5th June, 1903. [671c]

"GLEN" LINE OF STEAMSHIPS.

FOR LONDON AND ANTWERP. VIA SUEZ CANAL.

THE Steamship

"GLENFARG,"  
Captain Holman, will be despatched as above on TUESDAY, the 23rd June.

For Freight or Passage, apply to  
MCGREGOR BROS. & GOW,  
Agents.

Hongkong, 27th May, 1903. [638e]

REGULAR STEAMSHIP SERVICE TO NEW YORK.

VIA PORTS AND SUEZ CANAL (With Liberty to call at PRYLPINE PORTS).

PROPOSED SAILINGS FROM HONGKONG.

1903. About

"CHARLES TIERGHEN" 24th June.

"MACDUFF" 10th July.

For Freight and further information, apply to

DOUWELL & Co., LIMITED,  
Agents.

Hongkong, 5th June, 1903. [339d]

Intimation.

THE NEW FRENCH REMEDY

TRADE MARK THERAPION MARK

This successful and highly popular remedy, used in the Continental Hospitals by RICHARD, KOSAN, JOBERT, VELSPEL and others, combines all the desiderata to be sought in a medicine of the kind, and surpasses everything hitherto employed.

THERAPION No. 1 in a remarkably short time, often a few days only, removes all discharges from the urinary organs, whether arising from inflammation of which does irreparable harm by laying the foundation of stricture and other serious diseases. In dysentery, piles, proctitis, hemorrhoids, gonorrhea, and all the more trying complaints of this kind, it will be found an invaluable remedy, affording prompt relief where other well-known remedies have been powerless.

THERAPION No. 2 for impure blood, rheumatism, spots, blotches, pains and swellings of the joints, secondary symptoms, gout, rheumatism, and all diseases to which it has been too much a fashion to employ mercury, arsenic, etc., to the destruction of suffering and ruin of health. This preparation purifies the blood, restores the vitality, and thoroughly eliminates every poisonous matter from the body.

THERAPION No. 3 for nervous exhaustion, impaired vitality, sleeplessness, and all the distressing consequences of early error, excess, intemperance, and all other causes, etc. It possesses surprising power in restoring strength and vigor to the debilitated.

THERAPION for the principal ailments and Menstrual Disorders of the female. Price in England 2/6 and 4/6. Free of duty, which of the three marks is required and the above Trade Mark, which is a far-famed word "Therapion" as it appears on the British Government Patent, is a shield with a cross and a crown, and a crown and a shield with a cross and a crown.

Sold by A. S. WATSON & Co., Limited, Hongkong, China and Manila. [144d]

Shipping.

Arrivals.

Clara Jensen, Ger. s.s., 1,714, Bendixen, 8th June—Chinking 4th June, Beans—Kong

Pitsanuloke, Ger. s.s., 1,267, Fuchs, 8th June—Bangkok 31st May, Rice and Wood—B. & S.

Progress, Ger. s.s., 687, Bremer, 9th June—Touane 6th June, Gen.—S. & Co.

Hiroshima Maru, Jap. s.s., 2,035, Nagao, 9th June—Singapore 3rd June, Twist and Gen.—N. Y. K.

Holhaaf, Fr. s.s., 509, Merlees, 8th June—Haiphong and Hoihow 7th June, Gen.—A. R. M.

Nankin, Ger. s.s., 2,557, Roberts, 9th June—Japan, Gen.—P. & O. S. N. Co.

Trenont, Am. s.s., 9,165, Carlick, 9th June—Moji 4th June, Gen.—D. & Co., Ltd.

Haimun, Ger. s.s., 676, Mutton, 9th June—Tamsui 5th June, Amoy 7th, and Swatow 8th, Gen.—D. L. & Co.

Elita Nossack, Ger. s.s., 1,611, Bruhn, 9th June—Canton 8th June, Gen.—Kwong

Fausang, Fr. s.s., 1,410, Cox, 9th June—Canton 8th June, Gen.—J. M. & Co.

Kwangleie, Ch. s.s., 1,505, Lincoln, 9th June—Canton 8th June, Gen.—C. M. S. N. Co.

Clearances at the Harbour Office.

Chung Ching, for Canton.

Clara Jensen, for Canton.

Ilha Verde, for Macao.

Chung Ching, for Macao.

Demarcon, for Bangkok.

Wah, for Shanghai.

Eastern, for Moji.

Glencurry, for Nagasaki.

Hokkaido Maru, for Moji.

Kuogochin, for Canton.

Hokkaido, for Macao.

Michael Jensen, for Haiphong.

Shanghai, for Sandat.

Tachikawa, for Sandat.

Hollywood, for Callao.

Hinsing, for Singapore.

Telemachus, for Kobe.

Tachikawa, for Sandat.

Hokkaido Maru, for Moji.

Telemachus, for Shanghai.







High Class  
Gentlemen's  
Outfitters.

EVERYTHING  
UP TO DATE.  
28, Queen's Road.

WILLIAM POWELL, LTD.,



28 & 34, QUEEN'S ROAD CENTRAL,  
HONGKONG,

General Drapers, Dressmakers, Milliners, Hosiers,  
Haberdashers and General Outfitters.

High Class  
Gentlemen's  
Outfitters.

FAMED FOR  
SHIRTS.  
28, Queen's Road.

## NEW SUMMER GOODS.

NEW BRAZILIAN STRAW HATS, FOLDING SHAPE.

SPLENDID VARIETY OF UNTRIMMED FANCY STRAWS IN ALL THE  
NEWEST STYLES.

## REAL PANAMAS.

FINE SELECTION OF PRETTY FLOWERS.

LARGE STOCK OF BOOTS AND SHOES.

## CHILDREN'S

SUN HATS, SILK AND MUSLIN CAPS AND BONNETS.

THE VERY NEWEST STYLES IN WASHING DRESSES AND SILK  
FROCKS FOR SUMMER WEAR.